TRUCK PROFILE

GIVING BLOOD
MERCEDES MOBILE CLINIC

THE AEC SOCIETY
ANNUAL NEWARK SHOW

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LIFT & HAUL WITH BAYLISS

TRUCKING

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EVENT REPORT

TRANSPORT INNOVATION

LOGISTICS UK'S 2023 ITT HUB CONFERENCE

TRUCK TECHNOLOGY

HYDROGEN DUEL-FUEL?

WE VISIT ULEMCO TO GET ALL THE DETAILS

SERIOUS BITS OF KIT

THE BIG BUILD DAF LINE -UP

DAF REVEALS NEW CONSTRUCTION RANGE
TRUCKING WAS THERE TO DRIVE THEM ALL

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SCHMITZ CARGOBULL
The Trailer Company.

30
NEW DAF
CONSTRUCTION
MODELS

Welcome to TRUCKING

THE 'ALT-FUELS' sector is certainly here to stay: See the news story on page 6 detailing the order for 1,000 electric VOLVO trucks by Swiss company, Holcim which will see the units deployed across Europe and the UK. We might continue to debate the lack of infrastructure and facilities for charging and re-charging electric tractors but there have been several announcements for sizeable orders over the past few months so these companies must be confident that they can make it work.

How this affects the dual-fuel and hydrogen sectors is unclear at the moment. Our story on page 16 details the service offered by ULEMCO, based in Liverpool, which can convert existing vehicles to run on hydrogen as a dual-fuel solution. Whether this will be just a stepping-stone to further developments later on is interesting. At the moment the company seems to be specialising in converting vehicles from local authorities which may have been bought on a much more long-term financial commitment than your regular HGV lease. So it offers a cheaper reduction in CO^2 emissions without having to replace perfectly serviceable trucks.

As we reported in the last issue, JCB is also offering a retro-fit hydrogen power solution. It should be noted that this is not the hydrogen fuel-cell technology being developed by several truck manufacturers, those power-trains use hydrogen as a fuel to recharge electric batteries on the move, so the truck is still battery-powered but doesn't need plugging in.

It is a subject we will continue to cover as it is probably the biggest change the industry has faced in a generation. On page 38 you'll see Pip Dunn's event report from the AEC Society's gathering at Newark. It is always great to see so many older trucks being lovingly maintained and used. I just wonder if our children and grand-children will be doing the same for Electric trucks into the next century?

Simon Hastelow

Simon Hastelow, editor

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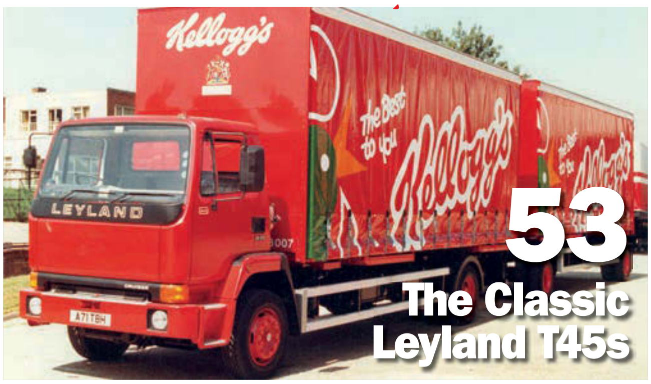
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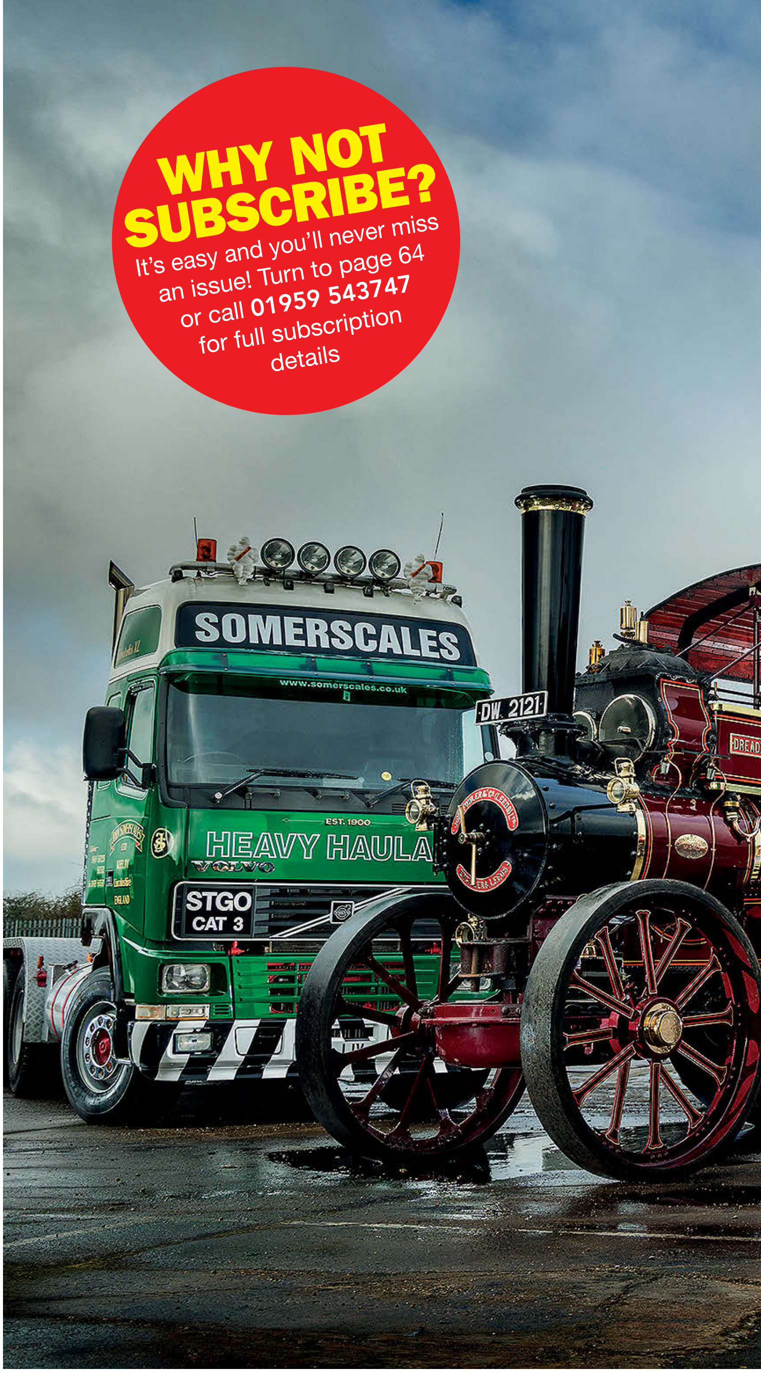
The Classic Leyland T45s



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Volvo Trucks has signed a letter of intent to sell 1,000 electric trucks between now and 2030 to Holcim

VOLVO SECURES ORDER FOR 1,000 ELECTRIC TRUCKS

Volvo Trucks has signed a letter of intent to sell 1,000 electric trucks between now and 2030 to Swiss building services company, Holcim. The deal is the largest commercial order to date for Volvo electric trucks, and the first 130 trucks will be delivered in 2023 and 2024.

Holcim will deploy the 1,000 electric Volvo trucks across its operations in Europe over the course of the next seven years.

The first 130 electric Volvo FH and Volvo FM trucks will be delivered to markets including France, Germany, Switzerland and the UK during the fourth quarter of 2023 and throughout 2024. The agreement is a result of a wider partnership between Holcim and Volvo Group.

"Long-term collaboration and a strong commitment to really make a difference are essential for making big CO2 reductions a reality. I'm very proud of the partnership we have developed with Holcim, and the results we are achieving together," says Martin Lundstedt, President & CEO, Volvo Group.

"The net-zero transition requires deep collaboration across value chains. We are excited to be partnering with Volvo to decarbonise our European operations' logistics with electric fleets, advancing our goal to reach 30% of zero-emission heavy-duty trucks by 2030," says Jan Jenisch, Chairman and CEO of Holcim.

By replacing 1,000 existing Volvo FH diesel trucks with Volvo FH Electric trucks using green electricity on a typical route, up to 50,000 tonnes of CO2 could be saved every year.

NEWS IN BRIEF

New Managing Director for Hiab UK & Ireland

Hiab has announced John Carnall as its new Vice President and Managing Director for the UK & Ireland.

He joins the business from another division of Cargotec, and brings with him a wealth of experience gained through 37 years in heavy industry, including 28 years working overseas.

John said: "I am delighted to join what is already a hugely successful team and look forward to further developing the relationships we have with our loyal customers, who are accustomed to our products, service and innovations. Customers will remain at the heart of our approach as we continue on our journey to become the number one partner for on-road handling solutions."

Hiab has four dedicated sales and service depots across the UK – Hiab Scotland in Cumbernauld, Glasgow; Hiab North in Northallerton, North Yorkshire; Hiab West Midlands in Dudley; and Hiab Ellesmere.

BEST FIRST QUARTER FOR HGV FLEET RENEWAL SINCE PANDEMIC

UK demand for HGVs grew by 17.1% to 11,517 registrations in the first three months of 2023, according to the latest figures published today by the Society of Motor Manufacturers and Traders (SMMT).

The fourth consecutive quarter of growth, driven by high demand from the haulage, construction and distribution sectors as well as an easing of long-term global supply chain disruptions, means the market is now just -2.9% below Q1 2019.

The rise in registrations was led by double-digit increases of rigids and articulated trucks. The number of new rigid models joining UK roads rose by 17.3% to 5,838 units, representing the highest Q1 demand for new rigid HGVs since 2019,2 at 50.7% of all new truck registrations. Newly registered articulated trucks, meanwhile, rose by 16.8% to 5,679 units.

There was a rise in demand for trucks in all major segments, with tractors by far the most popular, up by 15.7% to 5,585 units, while some 1,079 new box vans were registered, up 15.3%. New registrations of tippers increased by 6.8%, curtainsiders by 34.5% and dropside trucks by 38.8%.

HGV uptake grew across Great Britain, with registrations in England up 17.2%, representing 87.3% of the UK market. Meanwhile, demand in Scotland and Wales increased by 22.0% and 22.9% respectively. South East England welcomed the most (21.0%) newly registered HGVs, followed by other key UK logistics regions including the North West (13.7%) and East Midlands (12.5%).

As truck manufacturers invest heavily to introduce new zero emission vehicles (ZEVs) with 20 models currently available in the UK, the latest electric and hydrogen HGVs represented just 0.3% of the market. Given the absence of a single HGV-dedicated public charging or hydrogen refuelling station in the UK, and with the sale of new non-ZEV trucks under 26 tonnes due to end in 2035, further measures are needed for operators across the UK to make the switch.

UK HGV REGISTRATIONS

Quarter	Q1-23	Q1-22	% change
Rigids >=6.0-16t	1,926	1,742	11.7%
Rigids > 16t	3,912	3,251	20.3%
All rigids	5,838	4,975	17.3%
2-axle artics	629	611	2.9%
3+-axle artics	5,050	4,251	18.8%
All Artics	5,679	4,862	16.8%

Year-to-date	YTD-23	YTD-22	% change
Rigids > 6.0-16t	1,926	1,742	11.7%
Rigids > 16t	3,912	3,251	20.3%
All rigids	5,838	4,975	17.3%
2-axle artics	629	611	2.9%
3+-axle artics	5,050	4,251	18.8%
All Artics	5,679	4,862	16.8%

SDC TRAILERS READY TO SERVICE DEMAND FOR LONGER SEMI-TRAILERS

In response to the recent UK government announcement granting permission for longer semi-trailers on UK roads, SDC Trailers is poised to meet the increasing demand for these vehicles. Effective from 31st May 2023, operators can now enhance their capacity by 15% on a single vehicle, utilising trailers that are 2.05metre's longer than the standard size.

Paul Bratton, President at SDC Trailers, welcomed the decision, saying, "The confirmed legislation of Longer Semi-Trailers in GB is a positive move for operators and SDC are ready to cater to the rising demand for these vehicles. By fully utilising the extended length of these trailers, operators can significantly enhance productivity levels, achieve economic savings, and reduce carbon emissions, thereby fostering a more sustainable road transport industry. As the leading supplier of trailers in the UK and the foremost provider of Longer Semi-Trailers (LSTs) during the trial period, we have developed an extensive offering for more efficient road transport."

SDC's Longer Semi-Trailer range features a wide range of step-frame and straight frame Curtainsider designs, as well as Boxvan, Platform, and Skeletal trailers, with lengths of up to 15.65m. These trailers predominantly feature one rear steer axle, which can be self-steer or command steer. The 15.65m LST double deck, equipped with a full-length second deck, enables the transportation of 60 UK pallets, as opposed to the 52 pallets carried by a standard 13.7m trailer with a full-length second deck.

Operators utilising LSTs must adhere to the same 44-tonne weight limit as those employing standard trailers. Additionally, they are legally required to incorporate appropriate route plans and risk assessments that consider the unique specifications of LSTs. Furthermore, operators must implement additional safety checks, including driver training and scheduling, record keeping, training for transport managers and key staff, and proper loading of LSTs.

Over 300 UK companies have already participated in the LST trial, with nearly 3,000 LSTs currently in operation. Prominent brands such as Stobart, Argos, Royal Mail, Greggs, and Morrisons are among those eagerly embracing the extended use of these longer semi-trailers.

SDC
15.65m
HIGH VOLUME TRAILER
2 EXTRA METRES CAPACITY

COMMENT

Logistics UK has also welcomed the permanent fixture of Longer Semi-Trailers (LSTs), hailing it as an opportunity to reduce road emissions and industry costs.

Chris Yarsley, Logistics UK's Senior Policy Manager – Road Freight Regulation comments: "The introduction of LSTs into general service will increase the scope and scale of the goods which our industry is able to transport, increasing efficiencies and reducing the environmental impact of delivering for the UK's economy. Over the past few years of the trial, our members have proved that LSTs provide operators with a cost-efficient, environmentally prudent alternative to conventional vehicles and our members remain committed to rolling them out across the wider industry as soon as possible."

The RHA also stated "We welcome these new laws to permit longer semi-trailers. We've supported these trials and this change will increase productivity, reduce HGV journeys by carrying the same volume of freight in fewer lorries – and reduce mileage, congestion and carbon emissions. We look forward to seeing the impact of these changes on vehicle fleets.

"The Government could however go further by increasing the permitted weight to 48 tonnes. This will be increasingly important when we roll out zero-emission trucks to compensate for the increased weight from batteries."

The RHA is also calling for a haulier-focused forum to improve communication and share information. Richard Smith, RHA Managing Director, said: "We've consulted with our members and studied the practical workings of the Windsor Framework on our sector and the Northern Ireland economy.

"Our members are increasingly concerned that it's still not clear how the arrangements would reduce bureaucracy and work in real-time conditions. We urge ministers to work with us and other stakeholders to make new arrangements as fluid as possible to protect our supply chains."

SOUTH-LONDON HAULIER LAUNCHES HGV TRAINING SCHEME

Croydon's ELB Partners Ltd is accepting new applications for its 2023 HGV driver training scheme, after teaming up with EP Training Services to upskill its team.

The successful applicant will train to become a fully qualified HGV driver over the course of one year, starting with van driving and working their way up to their Class 1 licence, with all training fully funded by ELB Partners.

The company has committed to training the next generation of HGV drivers to overcome local driver shortages and has already funded the training of three new drivers in the last 12 months and many more over the years.

ELB Partners' Greater London location requires drivers to be highly skilled and able to manoeuvre vehicles of all sizes through difficult situations.

The logistics firm is also a member of Pallet-Track and the Hazchem Network, which enable independent hauliers to work in partnership to deliver goods efficiently across the UK, and require drivers to be able to deliver goods to business and residential locations.

HAULIERS SEEK CLARITY ON CUSTOMS PROCESSES

The RHA is calling on the Government to meet with hauliers to set out how Windsor Framework customs and SPS processes would work. The call comes amid industry concern about the lack of clarity on what the process would be for moving goods from Great Britain to Northern Ireland.

RHA members are looking for guidance on key issues including:

- Trusted Trader Scheme (TSS);
- Green and Red lanes;
- Goods moving from or through Northern Ireland to GB

Many firms feel the 'Green Lane' is complicated and burdensome – and primarily designed for moving retail goods, and goods for small companies, both with end consumption in Northern Ireland..

The 'Red Lane' appears to be bureaucratic with all goods subject to full customs and border controls up front – including goods destined for Northern Ireland. Members say it's not clear how the process for moving goods from the EU to Great Britain via Northern Ireland would be different for goods from Northern Ireland to Great Britain.

NEWS IN BRIEF

Fleet Engineer conference 2023

Logistics UK's popular Fleet Engineer conference is returning to the British Motor Museum in Warwickshire on 22 June 2023.

The one-day conference will include expert insight from manufacturers, industry leaders and government, and will include sessions by Traffic Commissioner Kevin Rooney, the Driver and Vehicle Standards Agency (DVSA) and the Health and Safety Executive (HSE).

Phil Lloyd, Logistics UK's Head of Engineering Policy - who will be chairing the conference - said: "Keeping up to date with developments in modern vehicle technology is becoming increasingly challenging for commercial vehicle engineers – and there is more to come as technology continues to advance at a rapid rate. Logistics UK's Fleet Engineer conference is designed to provide operators, and their maintenance providers, with all the information they need to keep modern fleets compliant, as well as sharing insight into future developments in vehicle design. The event is a must-attend for anyone with responsibility for specifying commercial vehicles, ensuring roadworthiness, compliance and/or maintaining vehicles."

Sessions will include: Vehicle safety in an autonomous world; Maintenance – a Traffic Commissioner's view; Developments in brakes, steering and suspension aligned to ADAS and autonomy; The art of braking; Maintaining in-service standards; Maintaining traction; Who's accountable when it all goes wrong?; Maintaining compliance – DVSA view

Trucking Mag will be there, see full report in the August issue.

LABCRAFT LIGHTS THE WAY

Labcraft, designers and manufacturers of low-voltage LED lighting for commercial vehicles, will presenting a range of innovative lighting solutions at this year's Road Transport Expo, including new additions to their popular Banksman range.

Labcraft's Banksman vehicle manoeuvring light meets the strict criteria of Regulation 23. This was the first light of its type to be launched in Europe and the range has grown and offers multiple models to fit any truck, trailer and emergency vehicle.

The Banksman enables OEMs and Operators to meet Regulation 48 directives for lights installed pre-vehicle registration. The lights are fitted around the chassis to direct pure bright light downwards and away from the vehicle, illuminating the area around it and helping to reduce accidents and collisions whilst manoeuvring. This, say Labcraft, improves safety, reduces repair costs and cuts insurance premiums.

BRIDGESTONE'S REBRANDS 'BANDAG HOTREAD' RANGE

Bridgestone's retread tyre offering has been boosted with a multi-million-pound upgrade of its range, plus expansion of its manufacturing processes at its Lincolnshire factory.

Under the new 'Bandag Hotread' name, Bridgestone's retread solutions will feature 17 new products manufactured at its Bourne-based Bulldog plant, in a sector that currently accounts for around 24% of commercial tyres sold in the UK per year

Bandag Hotread will cover the HGV, bus and coach markets and will see a greater shift in emphasis from cold to hot-cure products, in response to demand from commercial customers.

In 2022 alone, Bridgestone's Bulldog Factory recycled 520 tonnes of rubber dust and 4,400 tonnes' worth of scrap tyres. This equated to savings of 4 million litres of oil, 2,000 tonnes rubber and 900 tonnes of steel and close to 4000 tonnes of saved CO2 emissions versus equivalent production of new tyres.

Retread tyres use less than one-third the amount of raw materials used in new tires and enable the reuse of other tyre components, such as the casing. The retreading solution significantly contributes to the reduction of discarded tyres as well as the reduction of waste in communities.

David Almazán, Bridgestone's Commercial Business Unit Director, Bridgestone North Region, said: "There is a move towards the lowest total cost of ownership of product, combined with increasing awareness of the need for a more sustainable and circular economy where recycling is standard."

Palletways
We Deliver

Terry Fouracre, general manager of Palletways Milton Keynes

MILTON KEYNES LOGISTICS FIRM CELEBRATES THIRD ANNIVERSARY

A regional logistics depot in Milton Keynes, established by Palletways UK, is celebrating its three-year anniversary in business by doubling its pallet volume KPI for the year in just three months.

Palletways Milton Keynes first opened its doors in April 2020 with a team of 22 and a fleet of eight vehicles. Now, general manager, Terry Fouracre, leads an experienced team of 30 and manages a fleet of 18 vans and trucks that service the Milton Keynes, Luton, Dunstable and Leighton Buzzard areas.

Since the launch of the depot three years ago, Palletways Milton Keynes has seen a huge spike in demand for palletised freight across the region, leading to the successful movement of 220,000 pallets in just three months.

Terry said: "This is a huge milestone for us and we're so proud of how far we've come since we opened which was particularly challenging during the pandemic, however now we are busier than ever.

"Our three year anniversary comes at an important time for us as we have recently received ISO and FORS Bronze accreditation which recognises our commitments to good practise and vehicle safety. As well as this we've passed numerous Road Haulage Association audits which demonstrates Palletways Milton Keynes' compliance to industry standards. This is testament to the hard work of everyone involved in the Palletways Milton Keynes family, who day in day out, work hard to deliver excellent customer service."

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from our team,
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MAN

EUROPA ROAD HAS TAKEN DELIVERY OF ITS FIRST ELECTRIC TRUCK FROM VERTELLUS.

As part of Vertellus' 3-month EV Discovery Programme, the Renault Trucks E-Tech 18-tonne vehicle has been installed at Europa Road's hub in Dartford. The trial will see Europa Road use it to travel between the company's network of local branches.

Operations Director at Europa Worldwide Group, Dan Cook, said: "It's been highlighted by the World Economic Forum that shipment transportation accounts for 24 per cent of net carbon emissions and it has therefore been a long-held ambition of Europa's to adopt technologies that will help reduce our carbon emissions.

"Europa Road's participation in Vertellus' EV Discovery Programme marks the start of our transition to becoming a more sustainable logistics operator. The 'try-before-you-buy' programme gives us an opportunity to explore the strengths and limits of this technology, identifying where it can be most useful to us and will also provide us with knowledge on how we can adopt similar technologies into our future fleets, both domestic and international."

The three-month programme, arranged by Vertellus and its East Midlands-based partner, RH Commercial Vehicles, is based on usage, with customers contracting a minimum of 3,000 kWh per month – equivalent to circa 40,000km per annum.

MOBILE PPL announces carbon neutral certification

Transport and logistics operator Mobile People Powered Logistics has announced that it has been certified as a Carbon Neutral Business under ISO 14064. This apparently makes it the only independent operator in the UK currently to achieve this goal.

With a team of more than 120 people and 60 owned vehicles covering a large portion of the UK, the company handles over 300,000 shipments per annum through its shareholding in Pallet-Track, and its own haulage and distribution fleet.

For the past five years, Mobile PPL has been operating under the ISO14001 environment management framework, which has dictated decision making on everything from machinery and equipment to warehousing and administration, to reduce emissions and stay within the criteria.

The company first started its journey to carbon neutrality in 2022 by understanding customer expectations and framing that against internal ambitions and motivations.

The process was completed at the end of March 2023 through its partnership with Carbon Neutral Britain, a UK offsetting programme.

RK TRUCKS CENTRE BECOMES PART OF DIAMOND TRUCKS LTD

Northern Ireland's RK Trucks Centre changed ownership in May 2023 to become part of Diamond Trucks Ltd who in turn is owned by the Setanta Vehicle Group in Dublin.

Harry Nash, Setanta Group MD, said: "We are delighted to announce our purchase of the long established and well run Northern Ireland based Man parts and service Dealership which has sites based at sites at Carryduff and Dungannon.

RK Trucks Centre originally became part of the MAN Truck & Bus franchised dealer network in 1994 under the management and leadership of the late Donal Rice, who sadly passed away late last year. Over the last 29 years RK Trucks have built an reputation in providing quality customer service to truck, van and coach operators throughout Northern Ireland.

Stefan Thyssen, Managing Director MAN Truck & Bus UK Ltd, commented: "We are thrilled that Harry Nash has chosen to invest in the MAN brand and is planning to further invest in the RK Trucks Centre sites. We wish him and the team every success for the future in what will be a beneficial relationship for both RK Trucks and MAN Truck & Bus UK Ltd."

NEW P&S LOGISTICS BOX BODY FROM SCHMITZ CARGOBULL

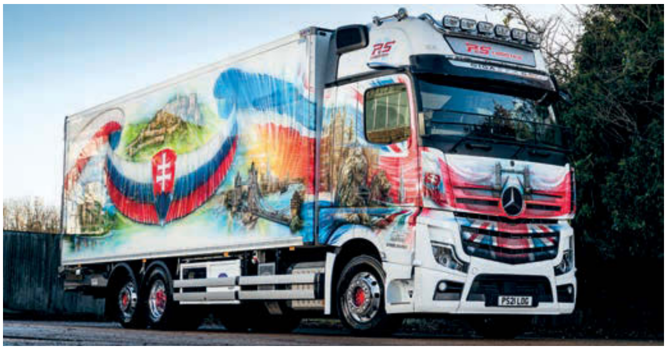
Temperature-controlled transport specialist P&S Logistics has taken delivery of a Mercedes-Benz Actros GigaSpace rigid truck, equipped with Schmitz Cargobull M.KO COOL box body. The bespoke vehicle was designed and built over the course of 15 months – a process that owner-operator Phillip Hudson describes as a "labour of love".

Hudson embarked on the upgrade of the 26-tonner with the aim of maximising the flexibility of his European food distribution operations.

Built by Schmitz Cargobull in Lithuania, the refrigerated box body M.KO COOL was shipped to the UK and equipped with Carrier Transicold's Supra 1150 MT unit and ECO-DRIVE power module. It was fitted with a tail-lift with additional truck spec. including Kelsa light bars, safety cameras and interior equipment. The rigid was finished with a hand-painted livery, in original designs to reflect different aspects of the business.

Hudson also operates a Schmitz Cargobull drawbar reefer, equipped with a Carrier Transicold Supra™ 1050 unit. The ECO-DRIVE is able to run both the truck fridge and the trailer cooling unit electrically off the truck engine's power take-off.

The drawbar was built to the same high specification as the rigid truck, featuring Schmitz Cargobull's proven FERROPLAST side panels, which are stronger yet thinner than GRP bodywork – helping to increase the loading aperture inside the body.



GREENHOUS ACQUIRES BULKRITE

DAF dealer, Greenhous Group has acquired the property and assets of Shrewsbury based commercial vehicle bodybuilder, Bulkrite Ltd.

Operating for more than 40 years, Bulkrite is a specialist in the design and manufacture of a diverse range of commercial vehicle bodies large and small, from 45' livestock containers on tri-axle trailers down to dropside bodies on 1.5 tonne vehicles. The acquisition represents a diversification and expansion of the Greenhous Group, which currently has 22 DAF locations throughout the UK.

Greenhous Group Truck Division Managing Director, Kevin Swinnerton, explained: “"We are thrilled to welcome Bulkrite to the Greenhous Group family. Thanks to Andrew and Melanie Davies, their son Robert, and their team, Bulkrite has a fantastic reputation for designing and building high-quality commercial vehicle bodies and we are delighted to add the talent and expertise of Bulkrite into the group.”

Swinnerton concluded, “This a really exciting addition to the Greenhous portfolio. The acquisition will enable us to expand our product offer and have greater control of our supply chain when it comes to offering our customers bodied DAF vehicles – all part of our continued commitment to providing the very highest levels of product and service to our customers.”

NATIONWIDE PLATFORMS RAISES THE BAR WITH UK'S FIRST VOLVO FM ELECTRIC

Nationwide Platforms has taken delivery of two new Volvo FM Electric 4x2 tractor units in what is believed to be a first for the UK's powered access sector. The battery electric trucks form part of a larger order of Volvo models.

Supplied by Rory Kelly, Transport Solutions Executive at Volvo Truck and Bus Centre South & East's Coventry depot, the FM Electrics will be used to pull step frame trailers transporting hire equipment to and from sites around Birmingham and the north west.

James Clarke, Haulage and Logistics Director, Nationwide Platforms, says: “Sustainability is a key driver for the business, and introducing our first battery electric trucks is the right thing to do. Volvo had the product that met our sustainability commitments, and it's exciting to welcome these new electric models.”

Commenting on the suitability of battery electric power, he adds: “We need the electric trucks to cover up to 150 miles each day on the routes they'll be working, whilst also providing enough power to drive our ancillary equipment. They've been spec'd to deliver that and more, with a comfortable margin of power in reserve at the end of the day before recharging in our depots overnight. We are confident they will slip into our operation seamlessly, whilst also turning heads out on the road.”

The FM Electrics both feature three electrical motors, generating an output of 666hp and 2,400 Nm of continuous torque, paired with a standard I-Shift gearbox to deliver a smooth and ultra-quiet in-cab driving experience.

The two vehicles will be split between Nationwide Platform's Birmingham and Warrington depots, helping to further drive down its fleet emissions while complementing existing and upcoming clean air zone regulations in both regions.

The FM Electrics have been fitted with Globetrotter cabs and a Drive++ package. They form part of a larger order, including Volvo FM 8x2 rigids and FM 6x2 tractor units. Together, they will serve as replacements for older assets in the company's 170-strong truck fleet.

SCOTTISH HAULIER NAMES NEW TRUCK "KERRY ANNE" AFTER SUPPLIER'S SALES MANAGER

XS Transport has named one of its five New Generation DAF XG 530 tractor units after Asset Alliance Group's Kerry Anne Grogan as a mark of gratitude for the strong relationship she has developed with the Stirlingshire haulier.

Supplied on a three-year contract hire deal, the five DAF trucks are part of a fleet renewal programme and replace existing vehicles sourced from the commercial vehicle specialist.

The Grangemouth-based company, which specialises in the transport of hazardous goods as part of a UK-wide general haulage operation, is also adding a DAF FAR CF340 26t curtainsider tail-lift to its fleet later in May.

Owner Alan Taylor says: “Our truck called Kerry Anne was the first one of the five DAFs on the road. It looks superb with the black and pink ‘fire' livery and suits her personality down to a tee. The other trucks are named after some of our other drivers' family members.

“It started off as a joke when Kerry Anne said she'd like to get her name on a truck. We surprised her by doing just that. We want to acknowledge her dedication to helping our ongoing success over a number of years.

“I have got to know Alan and the management very well. I have seen the business expand to take on their new supersite in Grangemouth and I'm delighted that we have been able to support their success with the supply of our assets,” says Grogan, who had the opportunity to check out the Kerry Anne truck when it was at Asset Alliance Group's Newmains site.

CHIVAS BROTHERS UNVEIL SCOTLAND'S FIRST ALL-ELECTRIC TRACTOR UNIT

Scotch whisky producer, Chivas Brothers, makers of Chivas Regal and The Glenlivet, has announced the delivery of Scotland's first all-electric tractor unit, a Volvo FM Electric 6x2 pulling a tri-axle box van trailer and operating at up to 44 tonnes gross vehicle weight.

Specified for the purposes of transporting Scotland's biggest export, Scotch whisky, the truck is capable of hauling approximately 24 tonnes of whisky per journey and will cover between 250-300 miles per day, clocking up at least 62,000 miles per annum.

It forms the basis of a first-of-its-kind pilot programme, to be managed by McPherson's, Chivas Brothers' long-term haulage partner, designed to push the truck to its full capabilities and help the industry understand how electrification can benefit heavy trucks in the future. This truck alone will cut Chivas Brothers' carbon emissions by 155 tonnes per annum, part of the business' commitment to reducing its overall carbon footprint by 50% by 2030.

The all-electric tractor unit will operate from McPherson's local depot, where a 43kW charger has been installed. The Volvo FM Electric features three electrical motors, generating an output of 666 hp and 2,400 Nm of continuous torque, paired with Volvo's I-Shift gearbox.

The truck has been specified to meet the needs of a specific application, being equipped with five batteries, which allows for a range of up to 250km dependent on operational, driving and environmental conditions. When specified with the maximum six batteries, an FM Electric is typically capable of travelling up to 300km on a full charge.

FIVEWAYS STEPS IN TO GIVE HAVERING A LIFT

Waste collection vehicle specialist, Fiveways Group, has been awarded a contact to empty new underground bins installed by London Borough of Havering.

The contract will see Fiveways empty 18 underground bins which have been installed by the council to service a new housing development in the borough. The bins, which collect both recycling and general waste, are located in three areas of the site all of which are easily accessible for residents.

The benefits of underground containers include their ability to offer excellent capacity (each bin holds approx. 5,000 litres, the capacity of more than 4 Eurobins) while minimising the footprint above ground. Waste collected from the containers is transported to Renewi's Frog Island materials recycling facility for further processing.

CONTAINER LOGISTICS SPECIALIST EXPANDS TRAILER FLEET WITH KRONE

Based in Thurrock, MBBA Logistics transports goods to and from ports including Tilbury, London Gateway, Purfleet, and Felixstowe. The company has invested in 13 new skeletal trailers from Krone, partly replacing older units but also to accommodate new contracts.

Some of the trailers will go into its own fleet and others are destined for subcontractors.

The Krone Box Liner trailers have a flat chassis configuration for carrying 20ft, 30ft, 40ft and 45ft containers. "We already owned a few Krone skeleton trailers and were really happy with them," said Benjamin Abram, director at MBBA Logistics. "We needed to expand so it made sense to me to buy more Krone and keep the fleet all the same.

"We do a wide variety of work, so we needed to reflect that in our trailer fleet. With Krone Box Liners each is designed for different types of work, so they give us different options and the flexibility that we need for our business model."

DENHOLM ENVIRONMENTAL ADDS RENAULT T480 HIGH 6X2 AND TWO T440 6X2S TO FLEET

Denholm Environmental has added a Renault Trucks T480 High 6x2 and two T440 6x2s to its fleet, supplied by Renault Trucks Scotland.

Denholm's current fleet runs across four locations, Invergordon, Inverurie, Grangemouth and Carlisle and includes 15 tractor units, 14 of which are Renault Trucks, as well as a mixed fleet of 30 rigid vacuum tankers of various chassis. The latest additions will be based out of the Grangemouth and Invergordon sites and will predominantly be utilised for tanker haulage and waste management work nationwide as well as occasional general haulage of Denholm's own goods.

All three vehicles are specified with Eco pack including Optiroll and Optivision, which utilises stored road topography data to optimise gear selection and vehicle speed to reduce fuel consumption.

Commenting on the decision to add the new vehicles to the fleet, Brian Ritchie, Managing Director, Denholm Environmental Limited says: "Business has been reasonable throughout 2022 and we have continued to invest in line with our ambitious growth strategy to meet future expectations. As part of our ongoing investment, we renew our tractor units on a 5 yearly basis regardless of mileage and condition to keep our fleet tidy and modern."

Brian continues: "We work to exacting standards to ensure that we meet our client's needs, even in some of the most challenging and hostile environments, both on and offshore. It is therefore vital that our vehicles are up to the job. We've had several Renault Trucks rigids over the years, ranging from 2009 models up to our most recent additions and we've always been happy with the performance together with the exceptional maintenance service."

DOHERTY GRAB HIRE TAKES DELIVERY OF THREE NEW TIPPERS

"Scanias and Volvos are the best tipper chassis out there" says company director Darren Doherty, "and Thompsons' Loadmaster bodies complement them perfectly. For trucks, I'm a big fan of all things Swedish and it's good to see that our bodies are once again built with Swedish SSAB Hardox steel. We've run this spec of body for years because there's really nothing to touch them for strength, durability and an all-round ability to handle every type of job."

SCANIA
DOHERTY

Luton based Doherty Grab Hire is one part of B&R Doherty (Haulage) Ltd which has been active in the Bedfordshire, Hertfordshire, Buckinghamshire and North London areas for over 60 years. Specialising in tipper grab work, Doherty's trucks typically transport items such as concrete, rubble and waste ready for crushing as well as fully processed materials like Type 1 aggregates and screened topsoil.

"Keeping the trucks loaded both ways helps maximise our efficiency" adds Darren "in this business there's no time for downtime. With tippers, it's the bodies that do the really hard work, typically being loaded and tipping out many times a day. After many years of proven performance, we still choose the double skinned Loadmaster for the extra margin of protection the inner panels give to the outer ones. This way, the trucks remain damage - free and in top condition, giving us a first class image for years to come."

Constructed at Thompsons' factory in Croydon, Doherty's new Loadmasters have been built in Hardox 450 steel with 5mm floors which as well as providing outright strength also deliver exceptional resistance to wear and abrasion. Completing the trucks are Edbro underfloor tipping gears and Epsilon grab loaders fitted with slew restrictors to provide maximum operating safety when working in highway applications.

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RENAULT TRUCKS

UK'S FIRST COMPACT ELECTRIC 12.5-TONNE WASTE PLATFORM

Electra Commercial Vehicles, based in Lancashire, has launched its new 12.5-tonne eCargo, electric waste vehicle platform. These vehicles are the first in the industry in their weight, having been designed with a short wheelbase of just 3,330 mm.

The 12.5-tonne eCargo features a payload with a body and allowance of 7900 kg. With 140 kWh of battery capacity and thermally managed batteries, this truck can operate in -30°C and +50°C climates and has a range of up to 250 km. It also has a 150 KW DC fast charge capability, meaning this eHGV can be double-shifted or exceed its range by over 100 miles in under an hour.

Electra had initially built a trial 12.5-tonne eCargo that has been on demonstration for over a year throughout the country with a kerbside recycling body fitted.

Ben Smith, MD, of Electra Commercial Vehicles, commented: "The eCargo is the perfect solution to meet the requirements of the Government's new food waste collections regulations nationwide, producing zero-emissions and with a lead-time of under a year.

"We recognised that the configuration of different body types significantly impacts the truck's size, design, and battery size and layout while also requiring an EPTO – all packed into a very short wheelbase. We are delighted that we can now offer our clients zero-emission trucks suited to small and busy roads in city centres and narrow precincts, ideally suited for the stringent demands of operations in ultra-low-emissions zones.'

The Electra eCargo is offered to the UK through an exclusive agreement with Guest Motors Limited. One of the UK's largest commercial vehicle solution providers, Guest offers the full range of Electra commercial EVs through its network of Guest Truck & Van and Sherwood Truck & Van dealerships and service centres.

Basildon Council recently acquired the first fleet of seven 12.5-tonne Electra eCargo food waste vehicles fitted with a Hillend Engineering Micro XHD body, which went into service in April 2023. The fleet has been received an innovative contract hire agreement with full service and maintenance from NRG Riverside.

NEWS IN BRIEF

Volta Zero to hit the streets of Sweden mid-2023

Volta Trucks has confirmed its intention to accelerate its market launch for Sweden and is set to have vehicles on the road there mid-2023.

The 16 and 18-tonne version of the all-electric Volta Zero seems to fit neatly in the Scandinavian city transport sector, where Medium Duty trucks are the most common vehicles used for goods being transported into larger cities such as Stockholm, Gothenburg and Malmö.

Carl-Magnus Norden, the Swedish Founder of Volta Trucks said, "Sweden has a long and proud heritage of producing high-quality commercial vehicles and at Volta Trucks, we have identified an interesting slice of the total transport market in the Medium Duty segment for urban deliveries. We care about cities, their people, and our planet."

VOLVO TESTS HYDROGEN-ELECTRIC TRUCKS ON PUBLIC ROADS

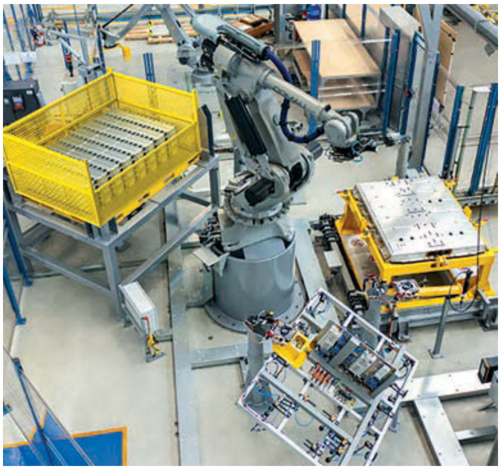
Emitting only water vapor, hydrogen-powered fuel cell trucks will be an important part of Volvo Trucks' zero exhaust emission product portfolio and the vehicles have recently passed a significant milestone having been tested on public roads for the first time.

The tests have been conducted above the Arctic Circle in the north of Sweden in an extremely cold climate.

"Trucks are operating seven days a week and in all types of weather. The harsh conditions on public roads in northern Sweden, with ice, wind and lots of snow, make an ideal testing environment," says Helena Alsiö, VP Powertrain Product Management at Volvo Trucks. "I am pleased to say that the tests are going well, confirming those we carried out before, both digitally and on our confined test track close to Gothenburg."

FUEL CELL ELECTRIC

ABOVE Volvo has put its hydrogen-powered fuel cell trucks to test on public roads for the first time.



COMAU DEVELOPING FULLY-AUTOMATED BATTERY RECYCLING SYSTEM

Comau's Flex-BD is a robotised system that automates the entire process of dismantling worn-out electric batteries using a highly flexible and repeatable process. The company has expanded the functionality to include second life repurposing of automotive batteries.

Comau estimates, based on the predicted electric battery production volumes within Europe over the coming years, that the EU could easily have over one-million discarded batteries to be reused by 2030.

In a typical recycling application, for example, the robot unscrews the battery cover, changes grippers to remove the cover, re-attaches the screwdriver to unscrew the modules and then using its gripper moves the pieces to a dedicated storage area.

ECON MULTI-FUNCTION ELECTRIC GRITTER/TIPPER

Econ Engineering has launched a new multi-function electric truck which can be operated year-round, thanks to a range of demountable body options which can help it switch between fleet roles, all with zero-tailpipe emissions.

Econ's new Electric Quick Change Body (E-QCB) system can be supplied with tipper body for highway maintenance, a cage tipper for refuse collection and recycling or a gritter body for use in winter. The E-QCB uses hydraulic rams to switch between demountable bodies in just 15 minutes, all controlled via a single operator.

The first in this new 'Econ Zero' range is a fully operational prototype built on a 19-tonne Volvo FE Electric 4x2 chassis. Its development follows a period of work between Econ Engineering's R&D team and product specialists from Volvo Trucks UK & Ireland, and supplying dealer Crossroads Truck & Bus.

Jonathan Lupton, Managing Director at Econ Engineering, says: "We're excited to introduce the E-QCB to the market with Volvo. We have spent a long time developing the new E-QCB, undertaking comprehensive redesigns and trialling it, to ensure that we can offer a fully electric solution for our customers that can be used 52 weeks a year.

"The vehicle operates best in urban environments, where daily mileage is typically less than some longer distance motorway routes. As it is easy to switch body types with this model, customers can benefit from operating the vehicle all year-round. We are committed to continuing to evolve our Econ Zero range, and other renewable energy innovations, as the UK's infrastructure develops in support of this."

The Volvo powertrain features two electric motors combined with a two-speed gearbox. Specified with four batteries, the FE Electric chassis offers a range of up to 250km, and a recharging time of just 2.3 hours with a 150 kW DC charger.

ABOVE **A Volvo FE Electric 4x2, mounted with Econ's new Electric Quick Change Body (E-QCB) system, which offers gritter, tipper and cage tipper options.**

MERCEDES UNVEILS REFRIGERATED eACTROS ELECTRIC DEMONSTRATOR

Mercedes-Benz Trucks UK commissioned truck bodybuilder, Solomon Commercials to launch the UK's first fridge-bodied eActros electric truck. The 19tonne GVW unit, based on a 4x2 eActros 300, is a fully operational vehicle and is available for live demonstrations to operators across the country.

It is fitted with three battery packs, for a total capacity of 336kWh, to deliver a range of up to 330km (205miles). The batteries can be recharged from 20% back up to 80% in just 75 minutes, using a rapid 160kW DC charger.

The eActros was designed from the ground up as an electric truck, with twin electric motors located within the rear eAxle. Having no prop shaft, chassis space is freed up for the batteries to be set across the full width of the vehicle, creating a low centre of gravity and improved driving dynamics.

Power from the motors is driven through a special transmission with two forward and two reverse gears, allowing the truck to cruise at up to 89 km/h (55 mph).

The body features a full Solomon Slipstream system incorporating tapered bulkhead, 3D roof deflector and sloping Kamm tail. Refrigeration is controlled by a Carrier TRS Syberia overcab chiller unit and Carrier Datacold temperature monitoring system.

At the rear there's a 1,500 kg Dhollandia column tail lift, as well as a reversing camera which is integrated with the truck's Multimedia Cockpit display screens, so no extra in-cab hardware is required. Other standard equipment includes MirrorCam, Active Brake Assist 5, and an Acoustic Vehicle Alerting System.

The eActros is also available as a 6x2 chassis, with 27tonne GVW and a body-and-payload allowance of 16.6tonnes, and as an eActros 400 with four batteries allowing up to 400km (249miles) of range. Deliveries of the first vehicles to UK customers are now underway.

100% ELECTRIC. 100% CONNECTED. 100% INTELLIGENT.
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ABOVE **Standing proud: the Mercedes-Benz eActros 300, with Solomon Commercials refrigerated body, on display at ITT Hub 2023**

ULEMCO LEADS £8 MILLION HYDROGEN FUEL CELL PROJECT

A group headed up by hydrogen pioneer ULEMCo has been awarded £7.9 million, for a project with Oxfordshire County Council (OCC) to develop solutions for hydrogen powered vehicles. The 'HYER Power' project will develop a hydrogen fuel cell range extender module that will integrate into electric vehicles used for specialist applications such as ambulances, fire engines and street sweepers.

The funding has been awarded through the Advanced Propulsion Centre Collaborative Research and Development programme, in support of ambitions to build an end-to-end supply chain for zero-emission vehicles in the UK.

OCC will provide the customer input, trialling and dissemination, and the work will lead to a manufacturing-ready, zero-emission hydrogen fuel cell based range extension system for electric drivetrains. Other partners in the project with ULEMCo include: Technical Services (UK) Ltd for cooling capability, Altair Ltd for vehicle energy system modelling, along with Emergency One for the fire engine solutions.

The zero-emission range extender used for HYER Power will apply existing, proven fuel cell technology from the Toyota Mirai, and will demonstrate how zero emission vehicles can be used in a wide range of specialised and challenging settings. Key outcomes of the project will include a production-ready zero-emission ambulance as a result from the work already completed by ULEMCo under the ZERRO project, alongside a fully working prototype fire pumping appliance and an HGV road sweeper.

BOC
A Member of the Linde
berdeen
drogen Prod
6080
H2
Aberdeen
LF
Innovate UK
Powered by
Hydrogen

ULEMCo was awarded a contract for largest fleet-wide hydrogen conversion by Aberdeen Council

DUAL-FUEL,
A STEPPING STONE TO ZERO EMISSION?

By Bill Dean

According to TNO study R11862, published in October 2022, electric freight trucks will not only be cheaper to run than diesel but also have the same range and carrying capacity by 2035. TNO is a highly respected Netherlands Independent Scientific Research body established in 1932 to support governments and companies by giving objective judgments.

Brussels based, non-profit, zero emission lobbying group Transport & Environment (T&E), who paid for the study, immediately announced: "EU lawmakers can now set a 2035 deadline to end diesel truck sales." T&E claim credit for the EU banning the sales of petrol & diesel cars from 2035. They have the ear of the bureaucrats.

The UK's 2030 deadline was Boris Johnson's 'extremely ambitious' 2020 proposal which chopped a further 5 years off to show how 'Greta Thunberg' he was. Calais car dealers have only 7 years before an invasion of British petrol heads arrive to buy new vehicles.

Currently the last sales of diesel trucks both here and in the EU will be in 2040. Unfortunately, although the report ignores so many relevant issues in its projections that the headline "electric trucks will be cheaper and better by 2035" is in the "Freddie Starr ate my hamster" credibility zone, I still suspect that legislators will act on it. 2035 will be the deadline for sales of diesel trucks, 12 years away.

So, given that diesel power is currently the cheapest, reliable and most flexible option, then for fleet replacement the best tactic in economic terms must be to postpone buying new trucks to as close to the deadline as possible. This means a decision on getting zero emission trucks can be put off until 2045, 22 years away. By then, hopefully, the technology and infrastructure supporting vehicles powered by battery/hydrogen/unicorn tears will all be in place and working smoothly. All the pain, hassle and teething troubles will be borne by the early adopters. Everyone else can concentrate on the daily grind and surviving on wafer thin margins. Meeting emission standards will be taken care of by using Euro 7 engines (vehicles sold after July 2027 under current proposed legislation), making it a manufacturer's rather than an operator's problem.

Unfortunately, Euro 6 and 7 only address the usual exhaust nasties: oxides of nitrogen, carbon monoxide and particles. It does not address carbon dioxide emissions. The global warming gas. That comes under a different EU regulation set up in 2009 for cars and light vans. This was extended to LGVs in 2019. Manufacturers had to reduce, from a 2020 baseline, CO emissions by 15% by 2025 and 30% by 2030. T&E has helpfully suggested this should be increased to 65% by 2030. Also the EU is bringing in a CO^2 levy on diesel of €0.12 per litre in 2027. The gilets jaunes will love that. Yes, Brexit happened but we'll copy it. No Chancellor will turn down an extra £3 billion in government income. Especially when they can blame tree huggers for its imposition.

So the reduction of tailpipe CO^2 emissions is the next big problem for diesel engines. Using a petrol/diesel mix would be a possible solution. A molecule of petrol has 8 carbon atoms against diesel's 12. However even a 50/50 mix only gives around a 17% reduction. But using hydrogen as the mixer, which has no carbon atoms, reduces exhaust CO^2 by up to 40%. It also reduces the usual 'bad' emissons. So providing no power is lost, dual-fuel seems to be a useful stepping stone on the way to zero emission vehicles.

Hydrogen Conversions

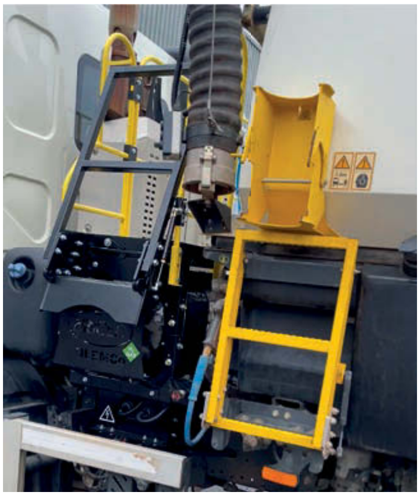
To see it in operation Trucking went to Liverpool, next to Aintree racecourse, to visit the workshops of ULEMCo where their H2ICED® dual-fuel technology is being installed on existing vehicles. My first impression was the same as my visit to JCB, everyone had an unshakable belief that hydrogen power is the future and the company is 110% committed to making it happen.

ULEMCo was spun out of Revolve Technologies of Braintree in 2014 by Amanda Lyne. Revolve themselves were a management buyout in 2008 of a UK subsidiary of Roush Enterprises, set up in 1995. Jack Roush, known as "the cat with a hat" on the NASCAR racing circuit and a former Ford engineer, set up the parent company in 1970 to develop performance enhancing technology for Ford vehicles, particularly Mustangs.

The company expanded into a number of divisions dealing with advanced engine configurations including Roush CleanTech which has converted 37,000 American school buses and light trucks to run on propane. Once Revolve was a separate company it concentrated on dual fuel using hydrogen, particularly in marine engines. This left an opening for ULEMCo who moved to Liverpool with the accumulated research findings to work on automotive applications. Revolve would go on to design Hydroville's engines, the world's first sea going dual fuel vessel. These impressed the ship's owners so much that they, CMB NV of Antwerp, bought Revolve Technologies in 2019 to further their commercial development of hydrogen power.

ULEMCo's research took three directions. Firstly to completely replace diesel as a fuel in a conventional engine. This was done in a Volvo FH16 tractor unit. The conversion ran perfectly; however it had lost around a third of its horsepower. The work being done at JCB and Cummins involves a redesign of the engine's top end to avoid this power loss. The second approach was to convert existing production light vans using Toyota Mirai fuel cells. These are available as stand-alone power units made in Belgium. This produces a hybrid type vehicle with the hydrogen fuel cell instead of a petrol engine running the generated electricity through a large buffer battery to the drive motors.

It's the third approach that's the most interesting. Standard trucks are fitted with one, or more 5kg hydrogen cylinders (the size of oxy/acetylene tanks), a control module and all the pipework needed to feed the hydrogen into the engine via the air intake valve. The "normal" installation is just behind the cab, an extra weight of around 120Kg. The control unit is remotely monitored by ULEMCo to make sure there are no problems and maintained by their own engineers. Vehicles refuel on their return to yard via a Susie type hose. When the equipment is switched on and there is hydrogen available the engine operates on dual fuel with reduced emissions, otherwise it just runs on diesel. At the moment their main customers are councils, particularly Aberdeen which is committed long term to hydrogen as fuel for its vehicles. So the usual conversions are on bin wagons, gritters and road sweepers. Which is logical as they crawl round polluted city centres. There is nothing more sanctimonious than councils that impose ULEZs and CAZs to reduce pollution when their own vehicles are the worst offenders.



ABOVE: **Trucks are fitted with one, or more 5kg hydrogen cylinders**

However the potential of this dual fuel technology goes beyond council fleets. Although, at the moment, using a hydrogen mix does not reduce fuel costs, although it is forecast to fall 50% by 2030, it has other benefits. It is good P.R. for doing deliveries in clean air zones, and, as will undoubtedly happen, when charges for using Euro 6 engines in ULEZs are introduced, they should be exempt. Of course this will depend on law makers showing some common sense. It also gives drivers and mechanics opportunity to see hydrogen as a safe fuel source. Too many are fixated by the iconic pictures of the burning Hindenburg, an accident with many causes. As such dual fuel would seem to be a useful stepping stone on the road to zero emission vehicles.

The ULEMCo workshop is next to Aintree racecourse, where their H2ICED® dual-fuel technology is installed on existing vehicles.

Maintenance Facility
Hydrogen is here.
Aberdeen
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ZARGES
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HVS - The UK's first zero-emission hydrogen-electric HGV – is already in trials with UK grocers. New truck-maker on the block is HVS, whose 4x2 tractor was first shown at the CV Show in April.

INNOVATION & TECHNOLOGY IN TRANSPORT

ITT HUB is and industry led event showcasing the best in transport innovation and technology, **Kieron Fennelly** attended the event for Trucking to see what's new.

The third edition of Logistics UK's ITT conference was held again at Farnborough in May. In contrast to the two previous conferences, everything was hosted inside the conference centre, making an altogether more focused and vibrant event. The conference sought to show not just purveyors of alternative fuel technologies but impart a sense of how the application of artificial intelligence and cultural changes will be essential to make the shift to sustainable energy.

The keynote address came from Professor Jim Al-Khalili a quantum physics specialist, better known as a broadcaster than academic (Radio 4's The Life Scientific) in which he pointed out that artificial intelligence, AI, which will underpin so much of future activity, is far from new. It can be very effective: like other major cities, TfL's entire traffic system is based on an algorithm – but when for example Chat GTP is misused by his undergraduate physics students to write their essays (he says they usually deny it) it raises the entire question of how AI is used.

For Al-Khalili, this is something transport as well as wider society needs to consider now and he cites the example of the Web which in 25 years has introduced previously unimaginable change, but also a rate of change which is accelerating exponentially. This is how AI works: the driverless car is programmed to assess every conceivable traffic situation, but it learns instantly from errors creating a constantly modified 3D image modelling all possible hazards and transmitting its learning simultaneously to other autonomous systems.

Professor Al-Khalili believes the threat from AI is not from a malevolent force which somehow takes it over, but from incompetent or ill-considered programming. We already rely on the adaptive cruise control/ emergency brake systems in our cars to function properly because we assume the software has been subject to every known eventuality.

In these circumstances, a vehicle control system not arbitrated by a human being will eliminate '80-90%' of road deaths. The question is to what extent society will accept this level of control. Software already flies airliners 99% of the time, but few passengers would seek to travel in a pilot-less plane – this requires a mindset shift which takes time. Al-Khalili poses the plight of a doctor faced with the decision of releasing or sectioning a potentially suicidal patient: AI applied here will assess instantly thousands or millions of possible outcomes that any number of human minds cannot. By removing the frailty of human nature, the outcome is a safer decision.

The march of AI cannot be slowed, he says, but without controls and regulations it might become an irresponsible course: the dilemma that we don't yet know how to stop AI extrapolating what we already feed it. He sums up by quoting Stephen Hawking: "AI and success at creating it could be the biggest event in the history of civilisation."

Decarbonising HGV

Russell Fowler from the National Grid pointed out the main challenge for power

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ABOVE Non-fossil energy specialists Graeme Cooper and Ashley Vandermeer speaking at one of the many keynotes

delivery, increasing supply of non-fossil (solar, wind) electricity. Output is due to go up five-fold by 2030, but it has taken since 2000 to amass what we already have. Renewables can and do supply up to 50% of requirements, National Grid is looking at how to overcome sunless, windless days particularly winter as well as spreading demand so that vehicle fleet charging takes place overnight when other usage is lower.

The UK government has committed £950m to 6000 open access charging points by 2035. These should also be available to HGVs, but government papers do not (yet) mention HGV and Fowler opines that the opportunity must be taken now to expand public charge points (where appropriate) for HGV.

Representing the DfT, Bob Moran emphasised the need to understand the whole transport system and while the department's policy was established in 2020, it has undergone minor changes but no significant shifts or reversals which would make commercial planning and investing impossible. An exact definition of 'zero emissions' has not yet been agreed and there may be differences between cars and HGVs, one of the outcomes of a government consultation, the Freight Energy Forum Ministers.

Bob Moran insists ministers are aware of the specific needs of HGV and demonstration vehicles are due to begin trials on public roads 'by the summer.' Several hundred vehicles will be involved, (though none requiring catenaries yet) and the Department will analyse the data collected before any policy is drafted, but he emphasised, beyond a certain point, the government will be looking to the private sector build infrastructure.

Consultants Element Energy have carried out strategic analyses of decarbonisation for large hauliers, OEMs and policy makers in all areas of transport including maritime. Users' first concern is HGV battery cost which makes the benchmark 6x2 26t GVW lorry three times more expensive than its diesel equivalent. Battery costs will fall as volumes increase and though these vehicles are available now, lack of charging infrastructure is likely to limit their attraction.

Element Energy has found that fleets want a solution they can dovetail quickly with their existing operation, but they also want an entirely integrated system: a transport manager with oversight of the state of charge of his vehicles and who is able and re-direct itineraries to avoid motorway blockages, replan drivers' breaks and book onward charging sites. "We aren't there yet," warns Element's Richard Riley.

ABOVE Volvo's handsome 44t electric tractor is another 4x2. It appears no OEM is interested in attempting the to make that UK-only specification, an electric 6x2

> "AI and success at creating it could be the biggest event in the history of civilisation."

Renault, one of the first OEMs to present electric trucks currently has 50 of these electric 'benchmark' 26t 6x2 rigids in Britain, most of them undergoing trials with such operators as Tesco, Lidl and Warburtons. Despite the significant initial cost disparity with the diesel equivalent (which will diminish as volumes increase) Renault maintains that larger operators know they need to gain experience with battery trucks.

Renault's first foray is based entirely on the ladder-chassis 6x2 diesel rigid. Certain cab controls are obviously different for electric traction, but otherwise the Renault is a familiar vehicle and as such will be more acceptable to drivers, thinks Renault. The factory builds them with 9t front axles to take into account different weight distribution, but the next generation electric HGV will be re-engineered.

The beam chassis and suspension, little changed over a century, will disappear completely and a feature of the next version will be a redrawn and reconfigured cab, as demonstrated by HGV newcomer HGS. Such changes will save weight and as batteries improve, GVW is likely to be reduced further. As it stands the electric truck suits the grocers with urban out-and-back schedules. Renault adds that with the battery specification Warburton uses, the trucks can work 22 hours shifts.

Paul Murray is UK & Ireland business unit director for XPO. Britain's third largest haulier runs 6,000 trucks and has set itself what appear to be realistic emissions targets: it seeks to have 'low to zero' emissions by 2025 and with no more diesel purchases after 2030, zero emissions from its van fleet at least by 2035, up to 26 tonnes by 2040 and with all remaining HGVs five years after that.

He points out that XPO has already eliminated 1,500 vehicles by greater use of railfreight and thereby reduced its CO2 emissions by 58%. The company will invest far more significantly in both LNG and HVO "as soon as prices stabilise. XPO would pay cost + 15% for alternative fuel, but not the 86% that has been suggested. Government does need to establish a fuel incentives policy."

The challenges he sees facing XPO cannot be addressed by the company alone: the charging infrastructure for example; procurement – what to buy when trucks are usually purchased on a seven year cycle; energy management will mean substantial investment in equipment and decisions on types of fuels; if training drivers is an extension of existing programmes, the cultural shift required of XPO of collaborating not only with consultants and energy providers, but peers and competitors is a new departure. "Clearly", says Murray, "the company is going to have to make such huge investments to reach net-zero, it will require collaboration, technical and financial, with the other parties involved. A round-table approach is necessary as not everybody understands all the links in the chain and confidence and certainty are essential: the big players need to be seen to be cooperating successfully to create general reassurance for the industry".

As Russell Fowler sees it, systemic improvements such as taking route-planning responsibility away from the driver will eliminate vehicles arriving, but unable to unload because the recipient is not ready; centralised management of the delivery network should remove driver anxieties that he will not be able to complete a drop in a day. "All parties need to collaborate to allow more efficient deployment." XPO already has been in discussion with competitors for some time: what holds most firms back says Murray, is fear of giving away competitive advantage, a reaction they need to overcome.

Practical collaboration for fuelling infrastructure

The speakers, Grame Cooper and Ashley Vandermeer both come from non-fossil energy backgrounds. They point out that the shift to a renewable fuel is not imply a matter of swapping a hydrocarbon molecule for an electron: this is the entire restructuring of the enterprise to the point where instead of being a mere recipient of energy it can also be a supplier. "Your company has a roof," said Cooper, "so put solar panels on it and generate some of your own energy." But, he continued, this needed to be an-industry wide move involving both OEMs and users and join the queue to form a Grid connection.

The inevitable delay of effecting such a shift has given rise to the possibility of local deals. Called 'private wire,' he gave the example of an out-of-town transport café which has hard standing for trucks, but no chargers. If the café owners purchased or could rent the adjacent fields, go into partnership with a solar or other renewables specialist, an independent power supply could be generated not subject to fluctuating market prices for fuel, long the bane of hauliers. It is worth remembering that in mid 2023, the National Grid (still using coal and gas) supplies electricity which is only 50% 'green' at best.

Bridging the UK winter energy gap Ashley Vandermeer said that while the UK limits onshore windmills, solar faces fewer planning constraints, but the winter months remain a real challenge: the problem is lack of sunlight combined with windless days which battery storage technology on a regional level is not yet developed enough to offset. It takes nine years to construct a 400,000-volt pylon grid, but more than half of this time is taken up by a planning process never designed to move quickly or react to the concept of net-zero within a particular time frame. UK demand for electricity will double by 2043 yet decarbonising transport will amount to only 17% of this. This is too long a time span for politicians to think about – they react more actively to nebulous subjects popular with electorates such as climate change, or, since Ukraine, energy security.

ABOVE Iveco's S-Way had been the Italians' most successful UK tractor since the 1990s, here in CNG guise.

ABOVE HVS - The UK's first zero-emission hydrogen-electric HGV

The US has taken the UK standard for its smart charger network, but experience of how the US is operating shows that UK has so far overlooked HGV when establishing charge points. It is no good waiting for the government to act and firms will have to initiate their own schemes. "Don't wait to be forced by the government down a particular avenue," he stressed.

Among suppliers, Shell is keen to see this kind of private wire partnership and ideally the practice will trickle down the logistics train, starting with majors like XPO which have the scale to run trials and show by example. CNG is an excellent interim HGV fuel and John Lewis's move almost a decade ago to a CNG fleet for its Waitrose deliveries should have demystified the process for more firms which could readily switch to a 'drop-in' fuel.

As soon as the industry begins to make palpable moves in these directions, the shift will draw money from the city, interested a market for clean energy. A survey shows that in 2023, pension funds too are much more interested in green-energy investment than even three years ago. Landlords too will be attracted by having their own power generation which will be cheaper than scaling up for bought-in power. Much in the way freight firms are going to have to learn to work together, the often adversarial tenant-landlord relationship (also exacerbated by contract renewal every few years) could become more like a partnership.

In the uncertainty about how to get to net zero, Ashley Vandermeer reminded delegates that the UK is a leader in financial and insurance service, has the most innovative energy industry and is the windiest place in Europe. It also has, he claims more nuclear power than it needs and enough optionality (of clean power sources) is being built (including interconnectors with other countries) to cover windless, sunless days. The near future is a mixture of local power but still with a Grid connection. The haulage business will inevitably have to become a part of this.

Significantly, in a journalist briefing the same day, roads minister Richard Holden offered a similar message, namely that the commercial sector could not expect the government to take the initiative and would have to partner with business to achieve net zero. The clear implication is the net zero ball is in the freight industry's court. T

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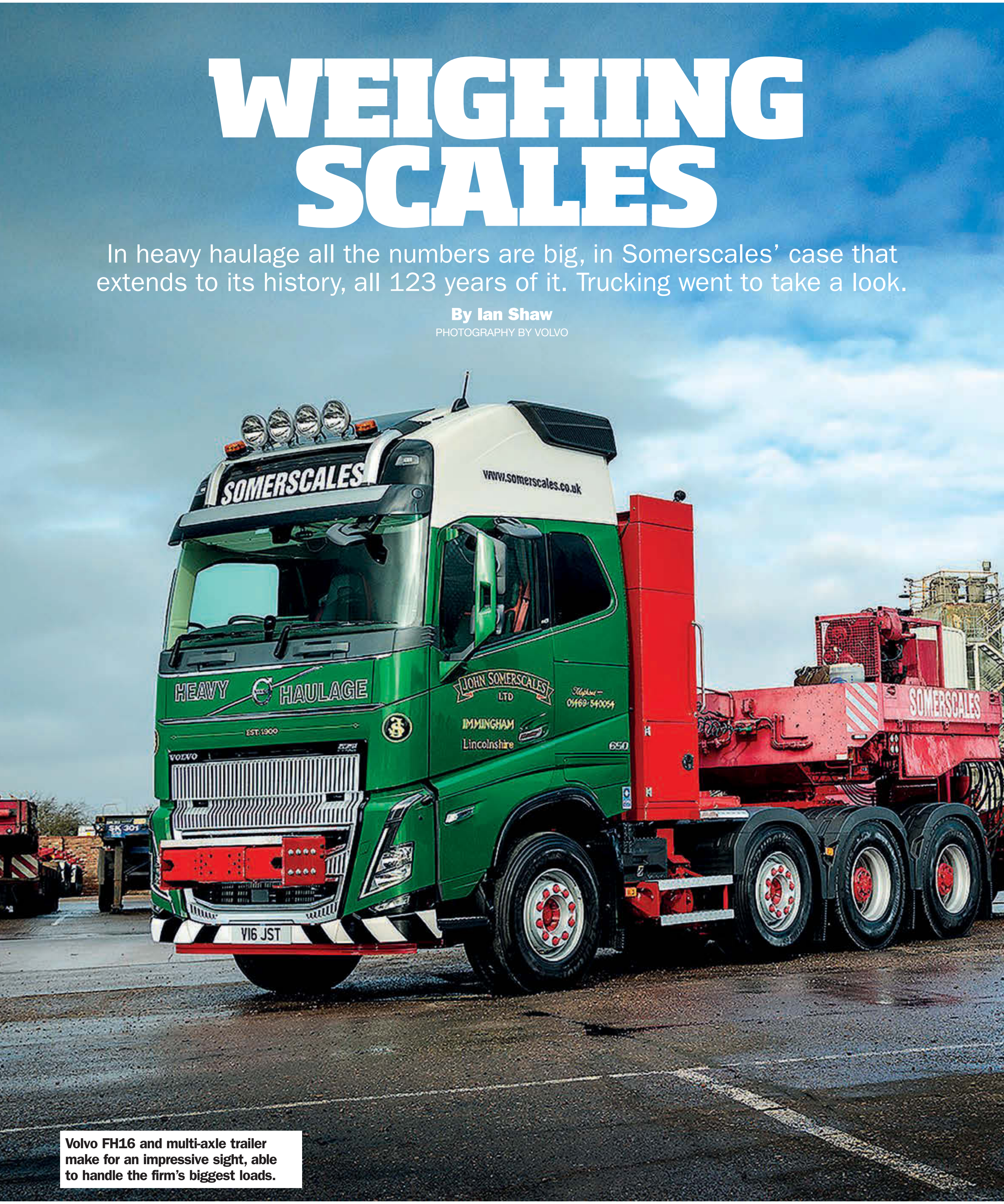
WEIGHING SCALES

In heavy haulage all the numbers are big, in Somerscales' case that extends to its history, all 123 years of it. Trucking went to take a look.

By Ian Shaw

PHOTOGRAPHY BY VOLVO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Volvo FH16 and multi-axle trailer make for an impressive sight, able to handle the firm's biggest loads.

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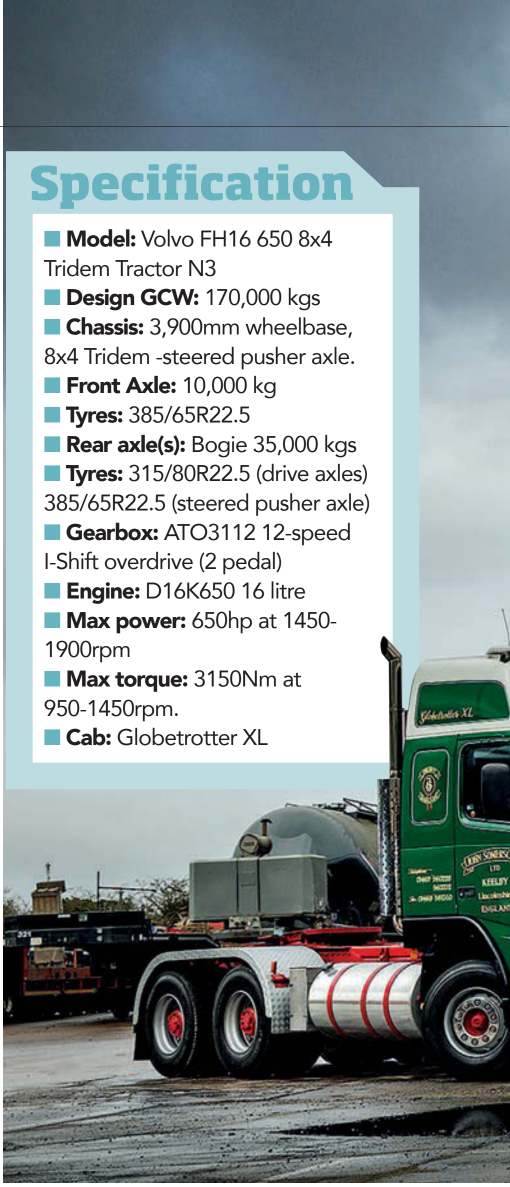
Usually when a haulier has what we'd consider a long family history, it will often be two, maybe three generations. Many firms would have started their story after World War Two. The availability of surplus Austin and Bedford GS trucks heavier AEC and Leyland six wheelers or even Scammell tank transporters and ex-REME recovery tractors being the launching platform of many a general or heavy haulage operator. Somerscales however can trace it history back to the very beginnings of mechanised transport. The phrase never forget where you come from is close to the heart of Managing Director John Somerscales - the fourth-generation of this transport dynasty - as framed up on his office wall is the first invoice the company ever issued; it's dated 21st February 1900.

Horse power and traction

John Somerscales, - the current MD's Great Grandfather - started the horse-drawn timber haulage business in Keelby, Lincolnshire in 1900 before mechanisation took over. Not under steam power which was then the dominant force in road haulage, but - due to the off-road nature of the business - with French Latil four-wheel drive petrol-engined tractors. The company founder - and first of three Johns in the four generations - had three sons.

Tom and Herbert went on to work in the business however Stan, who joined the RAF, was tragically killed in the Second World War, attaining the rank of Squadron Leader and winning a DFC in the process.

They built up the business and Herbert in turn had three sons John, Stuart and Roger, whilst Tom had two sons, Alan and Peter. A number joined the family business, others went into farming and timber. The third generation, namely John (the current MD's father), Roger and Peter, were responsible for taking the company into heavy haulage, applying the expertise built-up shifting long timber from the forest. In the days before hydraulic cranes, loading round timber onto trucks was done with winches, skids and a pulley system. Many operators who started in timber found that heavy transport and machinery removals was



Specification

- **Model:** Volvo FH16 650 8x4 Tridem Tractor N3
- **Design GCW:** 170,000 kgs
- **Chassis:** 3,900mm wheelbase, 8x4 Tridem -steered pusher axle.
- **Front Axle:** 10,000 kg
- **Tyres:** 385/65R22.5
- **Rear axle(s):** Bogie 35,000 kgs
- **Tyres:** 315/80R22.5 (drive axles) 385/65R22.5 (steered pusher axle)
- **Gearbox:** ATO3112 12-speed I-Shift overdrive (2 pedal)
- **Engine:** D16K650 16 litre
- **Max power:** 650hp at 1450-1900rpm
- **Max torque:** 3150Nm at 950-1450rpm.
- **Cab:** Globetrotter XL

Tractive force

At first glance the 650 bhp FH16 might not seem all the powerful for 170 tonnes operation especially in view of the increasing number of circa-700hp tractors running around at 44 tonnes. Heavy haulage, more so that any other class, is all about torque not power. Not only what the engine provides - and here the unit's state-of-tune is biased to torque - but of course the reduction gearing to multiply it. With STGO Cat3 limiting progress at 40 mph the Volvos overdrive 12-speed I-Shift, combines with planetary hub-reduction gears of some 3.93:1 ratio, giving effective torque at the road wheels more than three times that generated by a similarly powerful 44 tonne FH with overdrive 12-speed 'box and high ratio single drive axle. Indeed those operators with a long history in heavy haulage would quickly point out that in the 1960s Scammell's Contractor 6x4 was rated at some 240 tons GTW with a Cummins 335bhp unit, although even with transmission options up to 15-speed Fuller gearboxes it would top-out at less than half the road speed the Volvo can operate at. Engine braking is a strongpoint in the FH16 also, with some 375kW, the equivalent of some 500bhp's worth, of retardation.

This FH is the high chassis variant for on/off highway use. The 3,9 metre wheelbase offers an overall length of just 7.44 metres, whilst there is a generous 2.9 metres of space from the rear of the cab to the third axle - just aft of which sits the load bearing point of the Jost JSK 38C heavy-duty fifth wheel coupling - giving ample scope for a large goose-neck trailer or spreader-dolly, to swing. Being able to impose up to 35 tonnes onto the 3-axle bogie should offer decent traction and to that end the double-drive bogie features both inter-axle and cross-axle differential locks, more of a necessity than a luxury when moving off on loose surfaces at this weight. No matter what the surface, heavy haulage is by definition a slow process so a decent cab environment goes with the territory.

Here, the FH's Globetrotter XL cab gives a good account of itself. From the driver's viewpoint it offers full standing headroom, of over two metres, nearly 800mm of which is above the windscreen top and a bottom bunk width of 915mm and a full 2 metres of length, whilst the lofty driving position afforded by the flat-floor cab means excellent visibility is assured. So is its on-road presence, standing at a full 4 metres high to the top of the air-deflector. Inside, the XL's Globetrotter trim means Volvo's signature design of high-back, integral head restraint, leather seats in eye-catching Raven dark with Coral orange inserts, with leather steering wheel, armrests and grab handles. Don't run away with the ideal that Volvo in any way trails its countrymen, when it comes to cab interiors.

Brand loyally: Volvo has been a mainstay of the fleet for decades.

“John learned to drive on a 250t Volvo F12, stating a life-long passion for the brand.”

a natural progression.

The company gradually moved into heavy transport under the previous generation - current MD John’s father (John) and Uncle Roger starting carrying a lot of steel from the nearby Scunthorpe steelworks which gradually took them into the realms of heavy haulage, in which the company still specialises today.

The company’s closeness to the Humber ports also played its part at around the same time. As the amount of unaccompanied trailer work coming through Immingham increased, Somerscales started pulling standard ferry trailers which led to them being asked to also provide traction for step-frames, low-beds and modular trailers for some of the Dutch specialist operators.

“We formed a good working relationship with Van Seumeren Transport in particular, who were later to become the owners of Mammoet,” says John Somerscales. “They had an increasing amount of heavy transport work in the UK, but were not able to send over their own heavy tractors because of cabotage regulations at the time, so we essentially became their UK business partner,” he explains.

As the business grew, the original premises at Keelby were outgrown so, after his father retired, John Somerscales moved the company to larger premises at Killingholme. Expansion saw these premises outgrown too within a few years and the company’s HQ now resides on Manby Road, Immingham with the Killingholme yard retained and a new Scunthorpe site added.

New John, old hand

The third John Somerscales in the company’s history, its current MD, began as part-time second man before properly cutting his teeth on the back of a steering-bogie, all whilst still at school. He worked mainly on the road bridge concrete beams, the carriage of which the company was fast-gaining a solid reputation for.

After leaving school John trained as a mechanic, before taking charge of the garage and looking after the maintenance of the fleet: At the age of 18 he was carrying out many of the workshop’s engine rebuilds alone. Upon reaching the age of 21, John learned to drive on a 250t Volvo F12 - starting a life-long passions for the brand - with a King non-steering lowloader before

➤

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The Volvo and Fowler represent over a century of heavy haulage.

➤ taking to the roads himself at the wheel of a Volvo F12 150 tonner

The F12-400 6x4 served him very well for a number of years and was used on a wide range of work. This was replaced by another Volvo which proved to be his favourite vehicle of all, so much so that it has been restored and kept as part of Somerscales' growing collection of restored vehicles. This Version One FH16 520 6x4 gave outstanding service, careful driving and first-rate maintenance saw it clock up over one million kilometres with minimal repairs -moreover, it still has the original clutch plate!

After eleven years of driving - and following his father's retirement in 2002, -John came off the road and took over the running of the family business, bringing it into its second century of haulage.

Swedish models

Somerscales as a company began to adopt European makes for its heavy work quite early on. The company has used a variety including DAF, Mercedes-Benz and MAN but it's the Swedish brands that are the backbone of the operation. John well remembers the assessment of the two brands as far as Somerscales was concerned. "We always thought that the Scanias had the best engine but the Volvos had the best transmission and in some ways that's still true to this day," says John. In the 1970s the company ran mix of Scanias and Volvos often with two makes working together.

"The Scania 140 had lots of power, 350hp was a lot back in the mid '70s, once it was going not much would stop it but it only had single reduction drive axles and had a habit of breaking half-shafts when trying to pull away. "Looking back, it was hardly surprising, some of the transformers we moved were around 200 tonnes and even with a Volvo F88 pushing, it took a lot to get moving," admits John. "The Volvo F88

Trailers and bogies

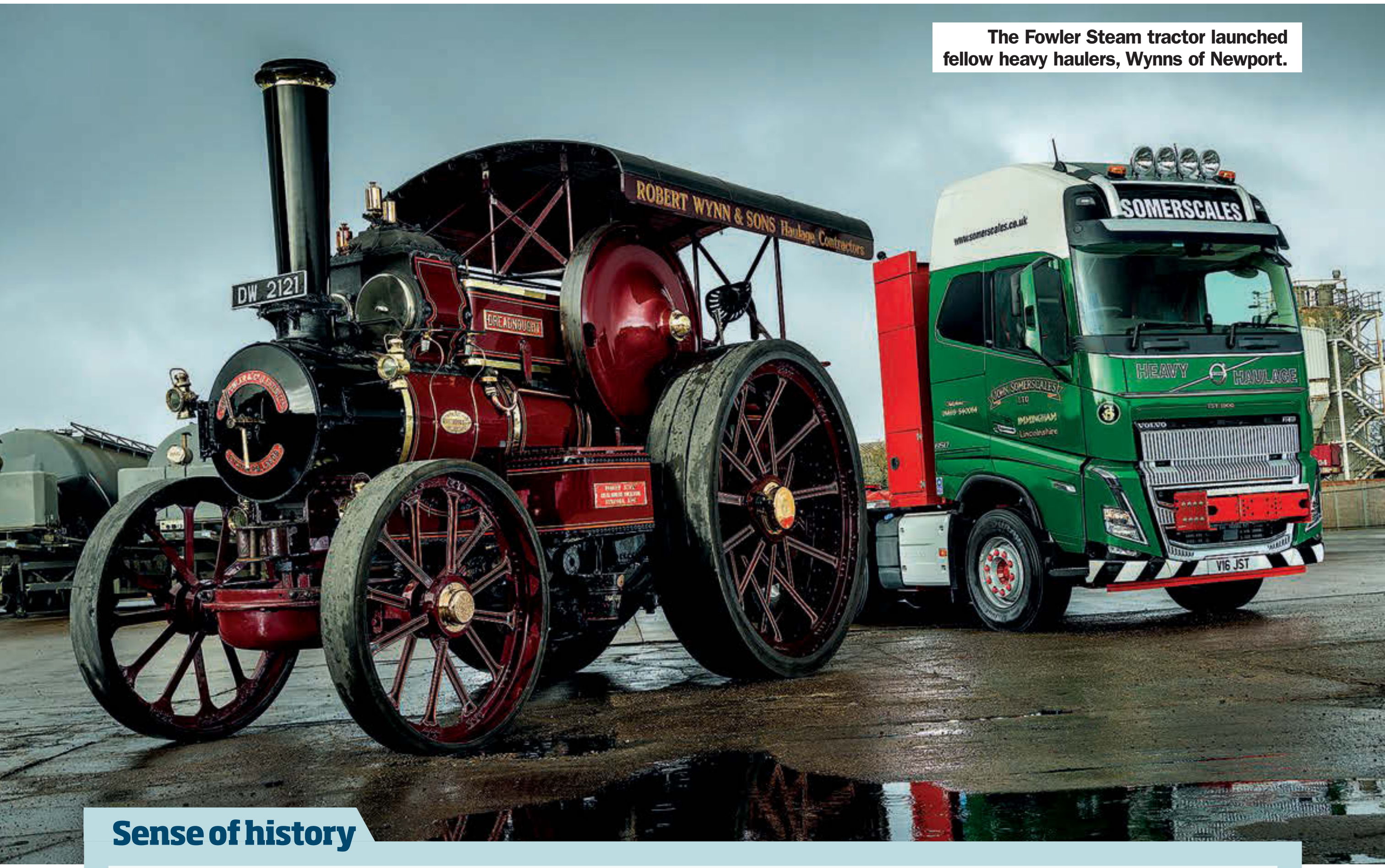
Somerscales' fleet of around 60 trailers and modular bogies offers the company a high degree of flexibility to meet any task. Although John Somerscales modestly sums it all up as being aimed at nominal 100 tonnes payloads the modular units - of up to sixteen axle lines - can handle double that, with ease. The trailer side consists of low loaders from 2 to 3+6 axles up to 100 tonnes capacity and 20 metres in length, semi-lowloaders sporting 3 to 8 axles and overall lengths of 36 metres, capable of carrying 120 tonnes and flatbeds with up to 70 tonnes of payload across 6 axles and up to 40 metres long. Beyond that 3-axle bogies can handle loads up to 60 tonnes with unlimited length and modular units for weights well into three-figures.

The company operates a mix of makes, Broshuis, Faymonville, Nooteboom, and Scheuerle. "All the top manufacturers are good for different reasons. Broshuis and Nooteboom have always made excellent trailers, while Scheuerle are one of the top modular trailer manufacturers and Faymonville seem to be giving them all a run for their money," says John Somerscales. However such leading brands, being so specialised and uncommon obviously do not have the dealer networks you'd expect of the truck manufacturers. Also there are few independents that understand the maintenance and repair of hydraulically steered trailers so Somerscales has its own extensive workshop facilities to take care of all their maintenance in-house.

290 had a fair bit less power, but the 16-speed gearbox and hub reduction drive axles were much better at heavy weights. "The pair worked quite well together," he remembers.

Another Volvo that springs to mind, was an F12 6x4 that was plated for 250 tonnes. "It had Volvo's own torque converter transmission and it would really pull, but you had to drive it very carefully to keep the converter oil temperature down. With no separate cooler and only 330hp, you constantly had to change gear to keep the revs at the point where the lock-up clutch would stay engaged, otherwise the fluid would rapidly overheat," says John.

His loyalty to the brand has been tested on occasions however. "We bought two new 65-ton Volvos a few years back, the first one of which broke down on the first day, requiring an alternator that took 28 hours to replace. The second one lasted a fortnight before breaking down with an adblue problem," he admits. However, the overall view and the operating costs keep Volvo in favour with Somerscales. Flexibility is the key, the super-heavy jobs are not every day so the specification of the trucks has to just as



The Fowler Steam tractor launched fellow heavy haulers, Wynns of Newport.

Sense of history

Like many in the industry John's love of classic trucks is well known, in addition to the Volvo FH16 520 in which he hauled so many memorable loads he has an F88, and a bonneted Scania 142E T-cab. However the oldest in the collection was the vehicle which started another legendary heavy haulier in the business and one which parcelled Somerscales in its history. This 1920 Fowler A9 steam Road Locomotive was supplied new to Wynns - the Newport based heavy haulier and one of the mainstays of the industry, post-war. It was used for heavy road haulage with regular loads being around 40 tons, although it could pull up to 100 tons. John's affection for the company is clear. "Like Somerscales, Wynns was a timber haulier and as such, like ourselves, escaped being nationalised [in 1949] and drawn into BRS," (British Road Services) John explains. "The heavy haulage arm of BRS inherited the old Pickfords name, and whilst it was supplied with new Scammells in the 1950s, and '60s, Wynns was giving it a bloody nose using only ex-US wartime Diamond-Ts and Pacifics (tank transporters) with old Dyson trailers," enthuses John. There is plenty of documentary evidence that Wynns still relied on such steam engines particularly as additional 'pusher' tractors well into the company's heyday, before it too, was running more sophisticated Scammell Constructors. John too has a Super Constructor in his collection. Something of a rarity since it has an Albion engine where normally a Rolls-Royce would reside and it's currently undergoing restoration. "When you look at the specification, you could not buy that truck today," feels John. "It's got a two-pedal transmission [a Self-Changing Gears semi-automatic], it's 6x6 all-wheel-drive, huge suspension articulation and has an extremely powerful winch in the chassis. "It was so advanced for its day, you could not get that specification from Scania or Volvo today," concludes John.

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John Somerscales (left) and Adam North, Area Sales Manager, Crossroads Truck & Bus

➤ readily lend itself to medium work too.

A recent pair of Volvo FH540 6x4 tractors are a good case in point, plated for 150 tonnes. These feature hub reduction drive axles, but with rear air suspension and the 'Tandem Lift' system that disengages drive to the rear axle when it's lifted - like a 6x2 tag axle. This reduces tyre wear, saves fuel and makes the trucks an economic prospect at lighter weights. At the other end of the economy scale is a MAN TGA 660 8x4 tractor, plated for some 250 tonnes "This is a fantastic performer with a lot of weight behind it, but the V10 engine with torque converter transmission does about 3mpg regardless of whatever you put behind it, which rules out running it at lighter weights," admits John. Those lighter weight jobs feature highly in the Somerscales mix, and the importance of traction-only ferry work in the company's history is not lost on John.

The company still undertakes a great deal of trailer work from the Humber ports and essentials such as food and perishables kept the wheels rolling during Covid when less drive-through traffic was coming in from Europe and the heavy work was curtailed in the face of factory lock-downs. Like other hauliers, Somerscales was hit by manpower shortages over the last few years. "Not so much with drivers, the heavy sector is perceived as being one of the more interesting sectors so we often have a waiting list of drivers who want to join us," explains John, adding "The problems we face are with fitters and mechanics, particularly those who can handle the specialist trailers and bogies, it's not straightforward work," he adds. So what of the future? "We have a couple more 65 tonnes and another 8x4 Volvo on order, but we only expand steadily if the work load requires it," says John pragmatically. It's a doctrine that has served the company well for over a century, so there's no reason for it not to carry the Somerscales name through the next 123 years. T

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DAF has never differentiated its construction models by nomenclature, but that is changing. It now has the new XDC and XFC models on its New Generation platform. But it also has a new 'extra robust' range of the new trucks which sit in between the standard road going trucks and the 'C' models. I guess the nearest comparison is Iveco with its S-Way, X-Way and T-Way models.

I've understandably written a lot about the new DAFs in the last two years since the launch of the XF/XG models in 2021 then the XD in 2022 but now the XFC/XDC have been formally launched and is pretty much the last piece of the jigsaw in the above-17 tonne ranges.

To sample the trucks, DAF took the trade press to Landgraaf in the eastern Netherlands, close to the German border, to try them on both the road and in a quarry. There was a wide range of trucks and I'll give you an overview of the vehicles that DAF laid on, and also an assessment of the vehicles I drove.

There were 11 trucks of XD, XF, XDC and XFC models, four were in the quarry and the other seven were on the roads. For the former they were an XFC530 FAT, XFC530 FAD, XFC530 FT PXP and an XFC530 FT all as tippers – two as rigids and two as artics. For the road trucks there was an XD340 FAG bin lorry, XD450 FAQ dropside with a crane, XD450 FA skip lorry, XF480 FAW hookloader, XF480 FAN drawbar hooklift, XF530 FAT timber truck and XDC450 FAD cement mixer.

The skip and timber trucks would normally operate as drawbars but were solo rigids for the purpose of this ride and drive event. For an explanation of the designations, see the panel on page 36.

The road trucks

As to be expected, the seven road trucks, which including four 'extra robust' models with the three-piece

CONSTRUCTIVE OPINION

DAF recently launched its new construction range, including the new XDC and XFC models. Trucking has been to the Netherlands to drive them…

By Pip Dunn

PHOTOGRAPHY PIP DUNN /DAF

steel bumper which gives the truck a smooth approach angle of 25° which limits the chances of the truck getting damaged at the front when off road.

All these were XD or XF models and all but one had conventional mirrors, which is actually the standard fit; the digital vision system cameras are an option, although the Cornerview camera is a standard fit – albeit one that can be deleted in favour of conventional mirrors. All trucks had that feature.

XD340 FAG

I was never going to be able to drive all 11 trucks, though to get behind the wheel of seven was pretty good going.

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Driving the new DAFs off-road is effortless

The first I took out was the XD340 FAG bin truck, which I was even able to take into a local recycling centre – well, it helps to take trucks on the type of work they will typically be used on!

This truck had the XD day cab with the third seat option. Despite not being a low entry truck like a Scania L series, Dennis Eagle or Mercedes Econic, the XD is nevertheless a useful tool as a dustbin truck, and the third seat certainly helps in that respect. It was a 6x2 with a steer axle ahead of the drive axle, which is actually a popular arrangement in the UK. The main benefit of the second steering axle is to reduce tyre scrub compared with if it was fixed.

Now you might have thought that having a FAN set up with a rear steer might been best for this type of truck to improve its manoeuvrability in and out of tight spots, and I'd agree with that, but you have to remember bin lorries usually have a lot of complex - and so potentially heavy - machinery at the extreme rear to compact and move the waste along inside of the body and this puts a lot of extra weight on the rear so having the drive axle at the rear helps in that respect to avoid overloading the chassis at any point. It depends on the spec, of course, and indeed rear steers are common across Europe.

This twin steer set up does help in manoeuvring the truck, but it does take a bit of getting used to, but it certainly still can get into many tighter spots, more so than a 6x4, and of course is slightly lighter which helps when the body is put on. The XD can, remarkably, have a five star Direct Vision Standard rating for London if fitted with the digital vision system – DAF's digital cameras in place of wing mirrors, a passenger door lower window and a modified bumper, although my truck had the latter two but not the cameras. Personally, for bin lorries, digital cameras are ideal as they will be less prone to damage.

The truck had the MX11 10.8-litre straight six in its 341hp at 1,675rpm rating, that offers a usable 1,650Nm of torque. For 26 tonnes, the maximum it can gross at, that's ideal, especially given these trucks rarely do much high speed running. The other four MX11 engine ratings – 300, 370, 408 and 449hp can be specified if required, but I think the 341hp is the perfect fit for this type of truck.

XD450 FAQ

A frequently asked question is why are there not more Tridems in the UK? The traditional 8x4 (and even 8x2) seen in the UK these days still seem to prefer twin steering front axles, and I'm not actually sure why. It offers slightly

> “The FAG twin steer does help in manoeuvring the truck but does take a bit of getting used to”

The XD450 FAQ has a lot of UK potential

The XF480 FAN was a very 'German' style

better weight distribution in some applications, especially if you have a crane mounted at the front, but in terms of manoeuvrability, the Tridem is much better.

DAF has three tridem sets ups; the FAQ that I drove, the FAW 8x2 and the FAK with a steer axle ahead of the double drive bogie. (There is also a FTM 8x4 heavy haulage tractor, but I'm not sure I'd really call it a Tridem as such). The FAQ is the most versatile and enables you to get into some tight spots – which explains why they are popular as bulkers such as animal feed delivery trucks, milk tankers and other uses where access is limited and space is tight to turn around in.

On the road, this XD450, which had a day cab and the most powerful MX11 option at 449hp, certainly handled superbly well, sticking to the road like glue. You do have to be a bit careful not to oversteer it and there is a bit of a rear overhang to keep your eyes on, but it was so much easier to handle than an FAD or even a FAX eight-legger.

I think this is a chassis type that has a lot of potential for UK operators. My truck had a dropside body and a rear mounted crane, and could easily pull a drawbar. It had a design GVW of 36 tonnes, but would be legally restricted to 32 tonnes in the UK; 44 with a two or, more likely, three-axle trailer. With the latter, an FAN or FAR 6x2 might be a better bet depending on what role the prime mover has when without a trailer.

XF480 FAN

The ride and drive event was based at the car park at a ski centre in Landgraaf and the entry and exit was tight-ish with plenty of parked cars, so there was no scope to be anything else other than ultra-careful when leaving and returning to the base.

So taking the XF480 FAN with a dolly drawbar out for a spin was a bit of a challenge for someone who doesn't often drive this type of combination.

Drawbars are more popular in the UK than ever before, but usually rely on a fixed, central, two or three axle trailer and not a dolly which brings an extra level of articulation into the equation. Reversing them is a skill, for sure, and thankfully that wasn't necessary on this test, which is just as well, or I might have missed the flight home if I'd been expected to manoeuvre it into a parking spot in reverse!

On the road, however, it's remarkable how the trailer follows obediently and so effortlessly and it's only the tight 90 degree turns where an extra level of concentration is needed combined with a slower approach speed. Once out on the road, my confidence levels rapidly returned and the truck was incredibly easy to handle. Well, forwards, at least! This type of truck is especially popular in Germany – especially with a 6x2 tag axle prime mover like this.

My truck had the 483hp version of the MX13, the high roof sleeper of the XF cab – I think this will be the volume seller – albeit as an FTG or FTP tractor unit – in the UK. It's a great crossover between a fleet and premium truck, and the new XF cab is a lovely place to work in.

I didn't get to drive the XD450 FA, although this was the same as one I'd driven in Spain, last year, nor the XF530 FAT timber truck, XF480 FAW or XDC450 FAD, but still, three road drives was more than enough to give a good feel of the new trucks. But road driving is one thing…. The trucks I really wanted to drive were in the quarry, so that's where I headed next…

ABOVE: Extra flexible bottom steps are helpful, even essential, for the off road models

➤

Off road trucks

A short bus ride away was a local quarry which had welcomed DAF to allow us to 'have a play' with four bespoke models aimed at operators who have a sizeable amount of off-road driving. These are the new XDC and XFC models which will go head to head with the X-Way, Renault Range K, Scania XT, Volvo FM, Mercedes Arocs and MAN TGS.

XFC530 FT PXP

There were two rigids and two tractor units, and the truck that I, and everyone else, wanted to sample was the XFC530 FT PXP. The PXP – Paul Xtra Power - is a hydro axle, a novel feature – not unique to DAF, and indeed the PXP built by German company Paul is available on Mercedes chassis – that allows the front axle to become driven for short periods to get you out of sticky situations, or to prevent you getting into them in the first place. It effectively makes the truck act like a 4x4 to give the driver extra traction when they need it.

The advantages of the PXP system is that it is available as an all-wheel-drive when its needed without the cost, weight and increased fuel usage that a permanent 4x4 would incur.

It comes into its own on soft surfaces, such as sand, or if the truck gets in ruts, on rough road/track surfaces and also on steep inclines – and often a combination of two or more of these scenarios.

The PXP is activated via a switch on the dashboard and if the vehicle detects that the drive axle is slipping then the PXP is automatically activated. The greater the slip at the rear, the more traction the front wheels offer. PXP is available in the first four forward gears as well as in the first and second reverse gears and above 15mph (or in 5th gear and higher), PXP reverts to stand-by mode but will turn on again if the speed dips and it is needed.

The front axle wheel hub is equipped with a hydraulic motor that generates a torque of 6,435Nm at a maximum system pressure of 36 bar. The motors are driven by a hydraulic pump attached directly to the engine power take-off, which saves weight and space.

Additionally, the hydraulic pump can also drive components such as cranes, hook arms, stabilisers and container loader systems, so only one hydraulic tank is needed, which also reduces weight and saves space.

In use, the system is impressive and it certainly gave the truck a real surefootedness on the soft sand in the quarry. I stopped the truck and pulled away without any fuss and bother at all. The truck is also fitted with the Rock Free function for the rear axle (or

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The XFC530 FT with digital vision system and the steel bumper

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The XFC530 FT PXP is a dream to drive off road in a quarry

axles if a 6x4 or an 8x4) which means if the truck gets stuck in a rut or ditch it simply rocks it to give it some momentum to eventually allow it to 'pull itself' out of the hole.

The truck had the cornerview DVS but had conventional wing mirrors, it also had the three piece steel bumper and extra lower flexible step, which effectively means it had four step entry to the XF flat roof sleeper cab. As a 4x2 with a tri-axle short wheelbase close-coupled tipper trailer, this was a very German spec truck, but it was fascinating to drive. It is worth mentioning that although many of these trucks might have features you may not expect on a UK truck, they are all available to order for us as right hand drive.

XFC530 FT

Similar to the previous truck, but without the PXP feature was the XFC530 FT with full DVS and a Space Cab sleeper. It too had the Rock Free function – which as I say, generates momentum by rocking the truck to get it out of a ditch - and it too was also incredibly versatile on the route I took it around in the quarry.

It had the eight-tonne front axle, but XFCs can have a nine-tonne front axle, although I can't see there being too much demand for that in the UK. The 13-tonne rear axle was also very continental, I would expect an 11.5 tonne rear axle at home to be the most common specification. In fact, given we gross at 44 tonnes, I'd say an FTR (or FTG) spec would be more popular.

Having the bigger 12.9-litre MX13, in its most powerful output of 530hp, certainly was helpful when going up the steep inclines in the quarry. In fact top power really comes into its own here – you have to have your foot to the floor and be prepared for the truck to drop into fourth, third or even second gear when fully loaded, as my truck was, when attacking some pretty tough hills. But it always kept going and got to the top.

But the XFC530 took it all in its stride and didn't miss a beat. And even when it did stop, it didn't stall, and it pulled away without any issues at all, and it was only the fact it was my inexperience as a quarry driver that caused me to stop in the first place!

Also, the DVS is superb in a quarry and it's an application that I can see no reasons at all not to specify digital mirrors.

Inside the cabs is a lovely place to work

➤

XFC530 FAT

My next truck was the 6x4 tipper with the XF day cab, conventional mirrors, Cornerview and the Rock Free function. It grossed at 27 tonnes and also had the MX13 engine and, like all trucks featured, the TraXon 12-speed gearbox, although but in its case it was the 12TX2610 option with the 12.92-0.77 range of ratios.

I took this on the longer trip, including up the inclines on the slag heap and it too was surefooted and handled well on the both the soft sandy ground and the gravelly higher ground. Considering this was not the type of driving I'm overly used to, although by

There is a wide range of models in DAF's construction portfolio

DAF's designations

Now, if DAF's model designations are confusing, they need not be. F is forward control, so basically everything it builds these days. The second letter is A for rigid and T for tractor. The third letter, if there is one, is the axle layout on trucks with three axles or more. FA and FT are 4x2s - rigid and tractor. The third letter details what the multi axle set up is. They are D for an 8x4 front twin steer, G for a 6x2 with a steering axle ahead of the driver axle, M for a 8x4 with a steer axle ahead of the double drive bogie (usually an FTT tractor only), N for a rear steer tag axle 6x2, P for a small midlift axle ahead of the drive axle (tractor only), Q for an 8x2 Tridem with steer axles either side of the drive axle, R for a fixed rear tag axle 6x2, S for a twin tyred rear tag 6x2, T for a 6x4, W for an 8x4 Tridem with a rear steer and a double drive and X for an 8x2 with twin steer front axles an rear steer.

It sounds confusing, but it's relatively easy, once you get the hang of it, That said, some models are sold in such few numbers, I bet dealers sometimes need to double check! Not all are available as rigids and tractors.

Model	XD340 FAG 6x2	XD450 FAQ 8x2	XF480 FAN 6x2	XFC530 FAT 6x4	XFC530 FAD 8x4	XFC530 FT PXP	XFC530 FT
Type	Bin lorry	Dropside	Drawbar hookloader	tipper	tipper	Tractor unit + tipper	Tractor unit + tipper
Design GCW	27t	36t	40t	27t	44t	40t	40t
Chassis	4,800mm	5,050mm	4,800mm	4,050mm	5,300mm	3,800mm	3,800mm
Front axle	8,000kg	8,000kg	9,000kg	8,000kg	9,000kg (x2)	8,000kg	8,000kg
Rear axles	8,000kg 11,500kg	8,000kg 11,500kg 8,000kg	11,500kg 7,500kg	21,000kg	26,000kg	13,000kg	13,000kg
Rear axle ratio	3.73	2.64	2.71	4.12	3.76	2.69	2.53
Gearbox	TraXon 12TX1810	TraXon 12TX2210	TraXon 12TX2210	TraXon 12TX2610	TraXon 12TX2610	TraXon 12TX2620	TraXon 12TX2620
Engine	MX11 10.8-litre	MX11 10.8-litre	MX13 12.9-litre	MX13 12.9-litre	MX13 12.9-litre	MX13 12.9-litre	MX13 12.9-litre
Max power	341hp @ 1,675rpm	449hp @ 1,600rpm	483hp @ 1,600rpm	530hp @ 1,675rpm	530hp @ 1,675rpm	530hp @ 1,675rpm	530hp @ 1,675rpm
Max torque	1,650Nm @ 850-1,500rpm	2,350Nm @ 900-1.125rpm	2,500Nm @ 900-1,400rpm	2,700Nm @ 900-1,125rpm	2,700Nm @ 900-1,125rpm	2,700Nm @ 900-1,125rpm	2,700Nm @ 900-1,125rpm
Cab	XD Day	XD Day	XF Space Cab high roof	XF Day	XF Day	XF sleeper	XF Space Cab high roof
Notable features	Stop & go	Urge to move function	Rock Free	Rock Free, urge to move function	Urge to move function	Rock Free, Hydro axle	DVS, Rock Free,

"There is such great choice; eight power options and six cabs"

8x4s will be popular with UK tipper operators

no means my first quarry driving, I never at any time felt I wasn't in control of the truck.

XFC530 FAD

I hadn't expected to get the opportunity to enjoy all four quarry trucks for a drive, but time was on my side and I was able to take the FAD 8x4 tipper out for a spin as well. This was over yet another slightly different course, and also featured reversing to the top of a slag heap, which for a normal driver would probably be one of those scenarios where they were tipping the load.

When reversing up the hill, it's interesting that the hazard lights come on automatically when the truck is placed into a reverse gear. I like safety features like that, it's one less thing to worry about.

The truck also has an auto parking brake which sees the park brake applied automatically when the door is opened. Another excellent safety feature.

Conclusions

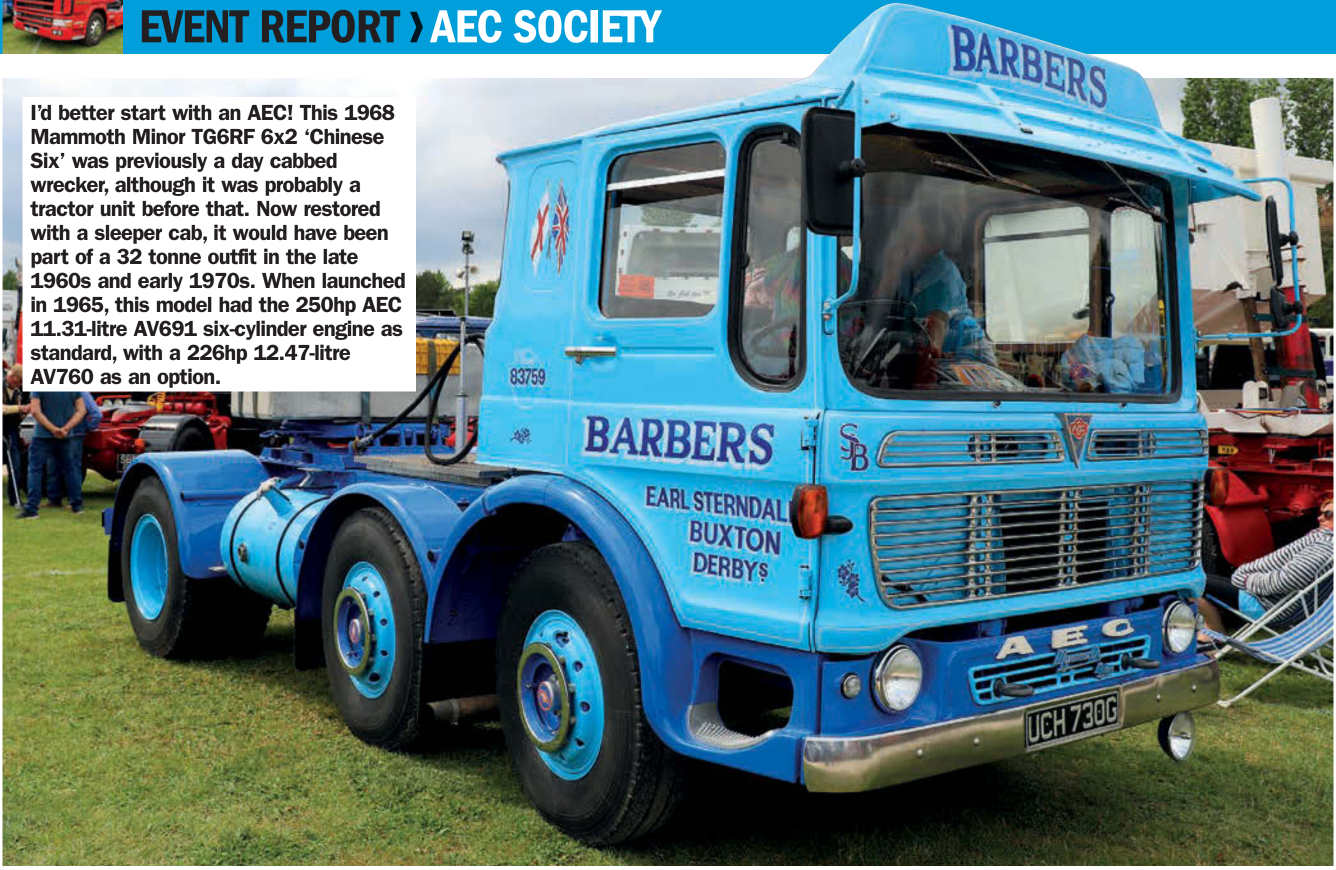
From its 2205 days of the 1970s, DAF has always been strong in the construction market but now it has a bespoke heavy duty off-road range as well in the XFC and XDC. If I am totally honest, I think the 'extra robust' models – the stepping stone models between XD/XF and XDC/XFC - will be the most popular with UK operators, but that said, the XDC as a FAD or FAT tipper will have its plaudits and buyers – I believe the first is going onto the road with Day Aggregates as I write this.

But DAF now has a much wider range of products than ever before, and the fact every model we saw, or simply talked about – is available as a RHD is refreshing. That even includes a 10x4 FAD model should you want one. You probably won't… but if weight limits were ever to change, then it's there ready to rise to such a challenge if we were to get it!

But there is such great choice – there are two engines with eight power options across them. There are six cabs – three XD and three XF and huge range of axle sets ups on both rigids and tractors.

Add in those cornerstones of DAF popularity – great dealer back up, superb roadside assistance and the newest cabs on the market, then it's clear DAF is a name to be very seriously in the tough stuff market – the tippers, muckaway, demolition, landfill, hookloaders, skip, dustbins, timber, aggregates… you name it, there is a DAF for absolutely every application you can think of now.

This XDC530 FAD had an automatic parking brake



I'd better start with an AEC! This 1968 Mammoth Minor TG6RF 6x2 'Chinese Six' was previously a day cabbed wrecker, although it was probably a tractor unit before that. Now restored with a sleeper cab, it would have been part of a 32 tonne outfit in the late 1960s and early 1970s. When launched in 1965, this model had the 250hp AEC 11.31-litre AV691 six-cylinder engine as standard, with a 226hp 12.47-litre AV760 as an option.

A SUNDAY WALK IN THE PARK

The AEC Society held a two day show at Newark Showground on May 27/28 with over 320 trucks and buses on shows, and not all were AECs by any stretch of the imagination

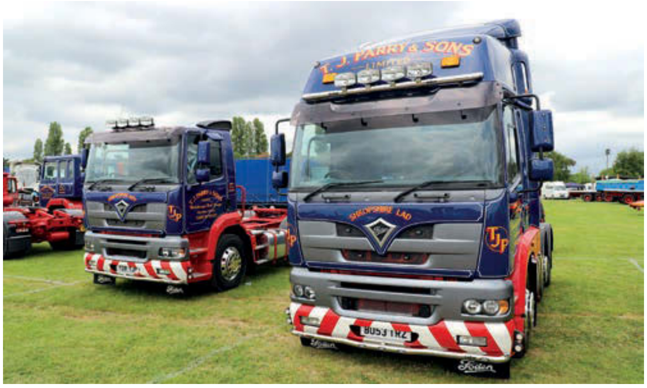
Words & images: Pip Dunn

There are so many trucks shows in the calendar – thankfully now Covid has passed – it's not always easy to keep up, but when I discovered the AEC Society was holding a two-day rally in Newark Showground over the late May Bank Holiday weekend, coupled with the fact I was conveniently passing by on my way home that Sunday lunchtime, meant it would have been remiss of me not to call in.

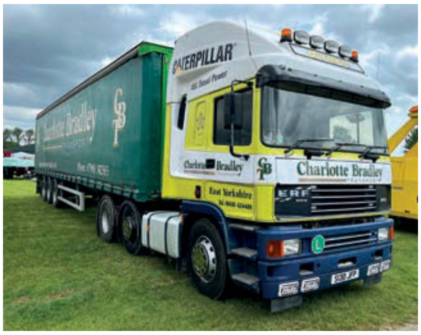
When I arrived, I thought I'd got my dates wrong… all I could see was a dog agility show and a horsey event…. Thinking I may have missed out, I thought maybe there might be some nice vintage horseboxes to snap as compensation, but as it turned out, I just needed to walk a bit further into the site and there it was…. Except at first all I could see was nose to tail buses! A bit more investigation and at last, there were the trucks, and plenty of them too! And not just AECs, but others as well, in fact there were 50-plus ERFs to enjoy.

So got to work snapping, stopping to chat to various owners of some of these fine restored vehicles. My attention was also briefly diverted by a flypast of a Lancaster Bomber, and that sounded so sweet!

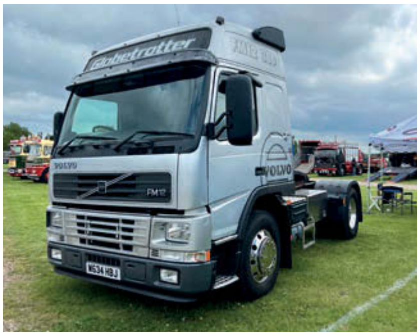
There was some great stuff on show, as you can see for them merest of a selection of what I saw.



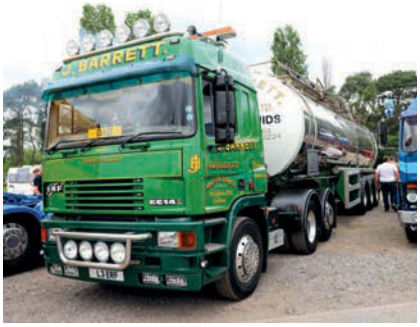
ABOVE The highlight of the show for me were these two immaculate 6x2 Foden Alphas. The day cab example on the left is an old Morrisons truck with the 345hp engine, while the high roof sibling has a Cummins 420hp engine.



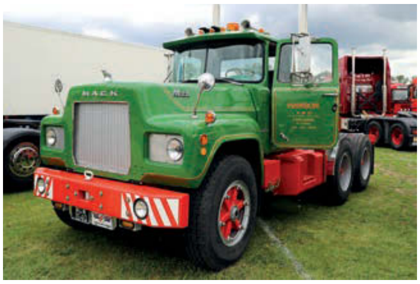
ABOVE Most ERF ECs were Cummins-powered but Charlotte Bradley has this nice 450hp Caterpillar-powered EC12 Olympic still in use.



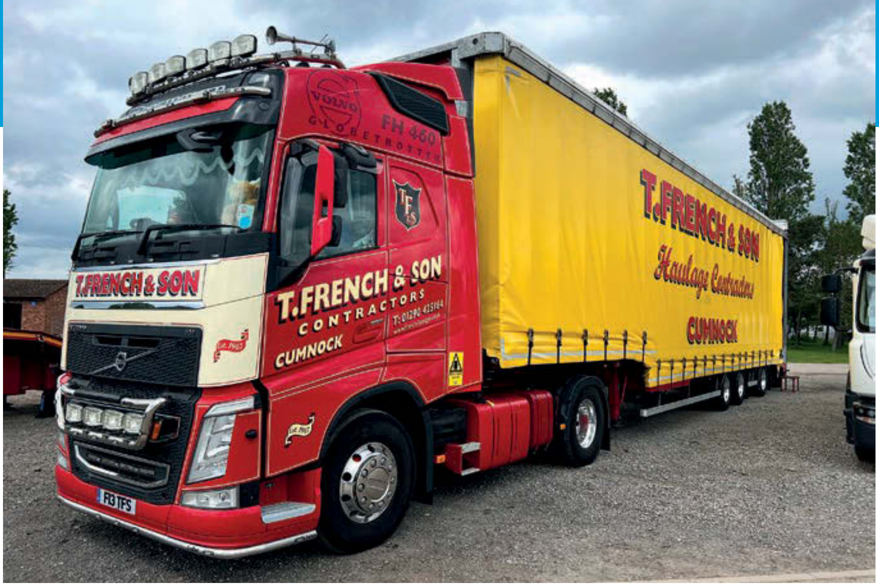
ABOVE On the Friday evening before the show, I overtook this Volvo FM12.380 on the A1 on its way to the show; so it was nice to get the picture I couldn't get when driving at 70mph!



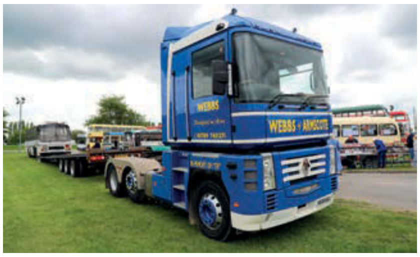
ABOVE Barrett's of Delph, near Oldham, still runs some great old ERFs, including a 1986 C-series, but this EC14.410 Sovereign tag axle tractor is a real rarity for sure.



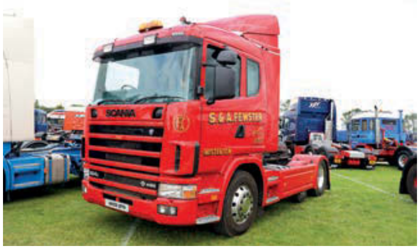
ABOVE A few Macks were sold in the UK in the late 1970s and early 1980s, although this R series looks to be an imported example purely for show.



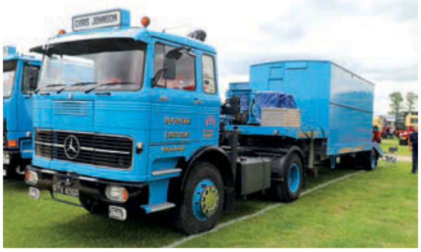
ABOVE This Volvo FH460 used by T French of New Cumnock had an extra-long step frame curtainsider and was being used to bring in some of French's older exhibits for display.



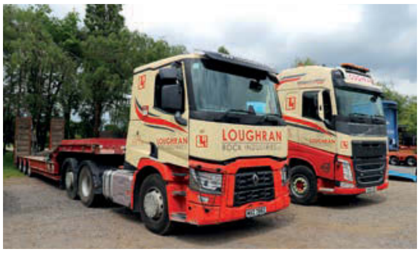
ABOVE There are still a few Renault Magnums working, but it's now a decade since the last were built, and 33 years since they were launched so they are pretty rare these days. Webbs of Armscote has this nice example dating from 2005.



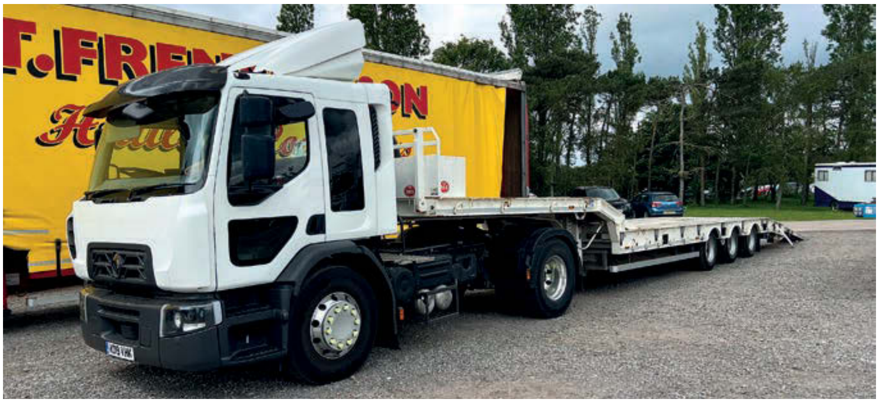
ABOVE One of the last original Scania 4-series, this R164L.480 V8 will be a sought after collector's truck these days. It is a 6x2 with a small-midlift axle, hidden by side skirts.



ABOVE A very rare Mercedes LP1418 tractor unit, one of the earliest Merc designs sold in the UK although by the time this was registered, the NG models were available.



ABOVE These two trucks from Loughran of Northern Ireland were used to bring older exhibits in, but the tag axle Renault Range T 480 certainly caught my eye.



ABOVE This little Renault Range D 430 might not look much, but as a sleeper cabbed 4x2 tractor unit, it's pretty rare. Still only four years old, this is definitely a truck for the show scene in decades to come!

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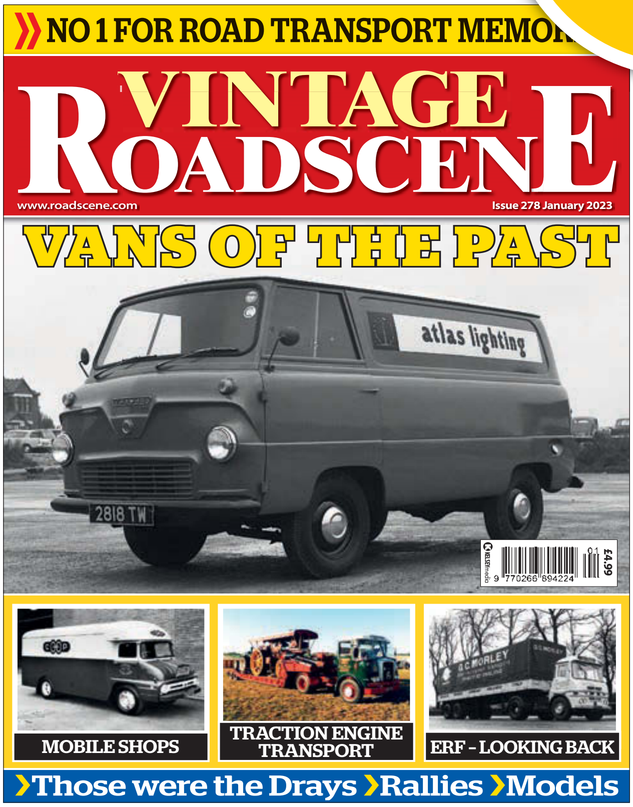
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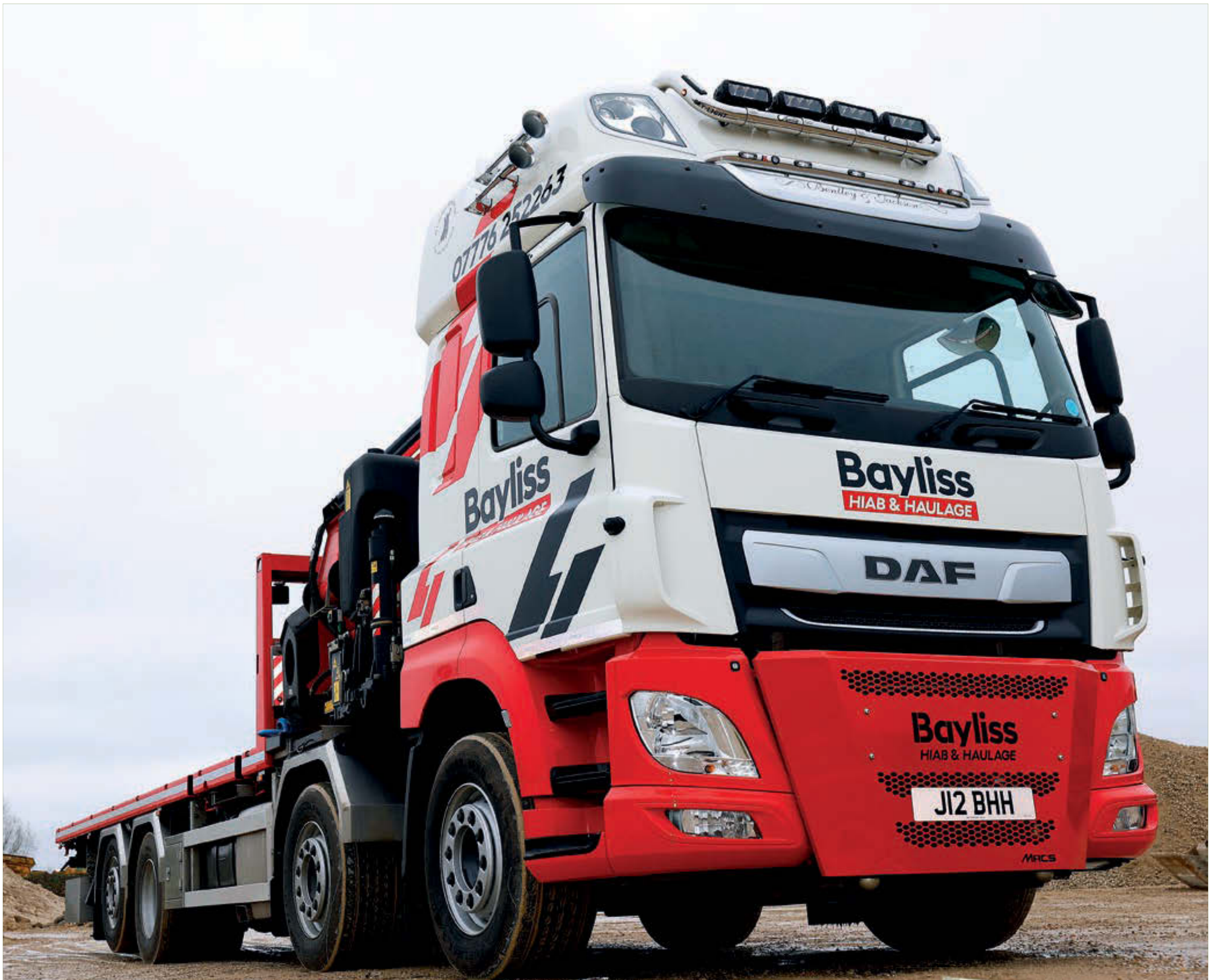


Jake Bayliss with his DAF CF. Did your first truck look this good?

JAKE BAYLISS'S DAF CF 480

By IAN SHAW

PHOTOGRAPHY: IAN SHAW

MAN AT THE WHEEL:

Name: Jake Bayliss

Age: 21

Nickname: None

Hobbies: With two sons, at 2 years old and 2 weeks old, there's no much free time !

Experience: Passed his HGV Class 1 test at 21 in 2022 in a Renault-T and got his qualification Hiab in 2020.

Favourite truck: This DF CF480 (but likes the Volvo FH!)

Oscars: MACs Trucks in Huddersfield, who installed the Fassi crane, and all the bars, lamps and beacons and J Taylor Signs, Huddersfield who did the cab wrap and all lettering.

TRUCK

Make & Model: DAF CF 480 8x2 -rear steer/lift axle

Owner: Bayliss Hiab and Haulage Ltd

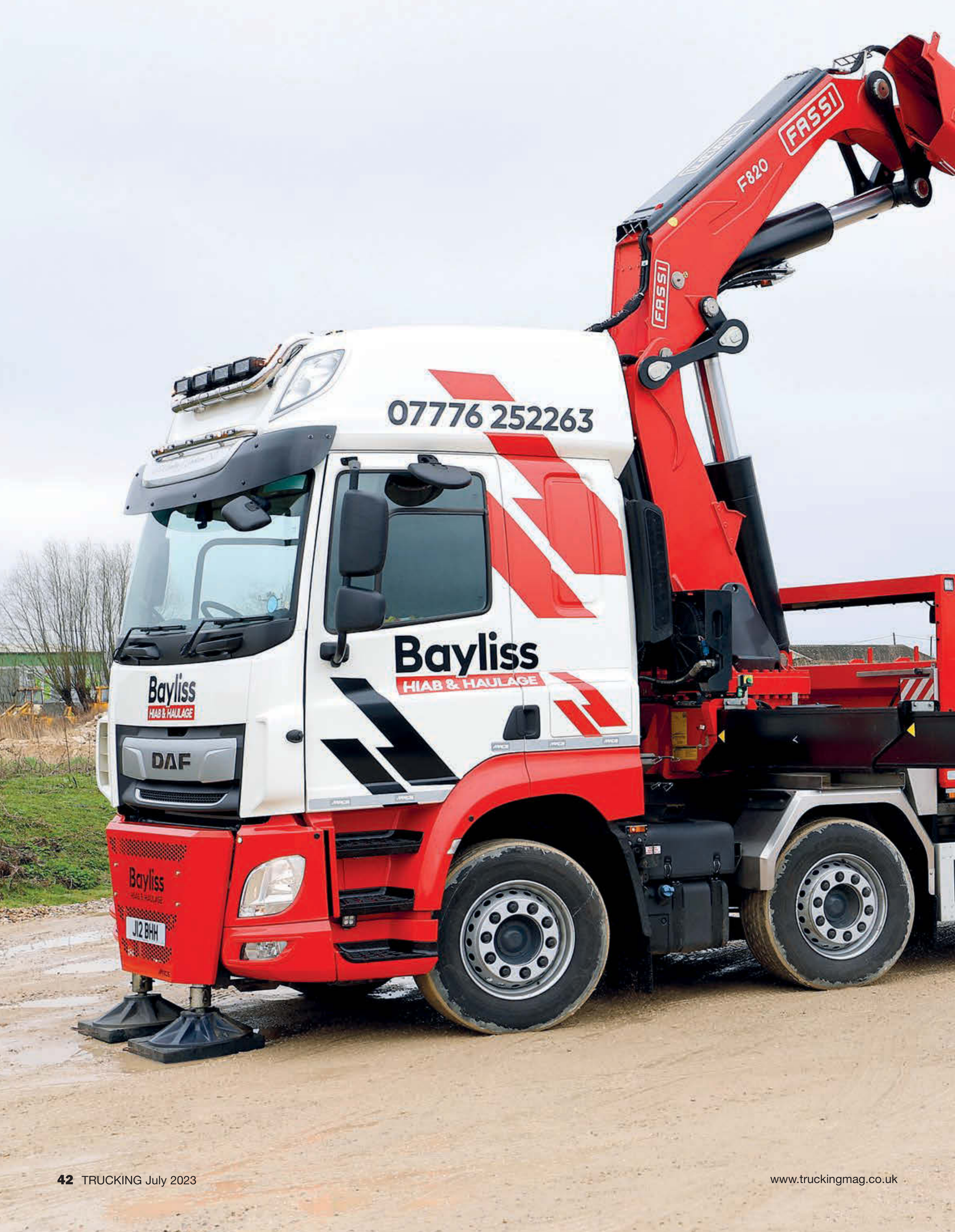
Based: Wisbech, Cambs.

Custom Stuff: Hadley 19"air horns, lamps, beacons, extending bed, outriggers, front support system, and a Fassi F820RA crane with an additional manual extension.

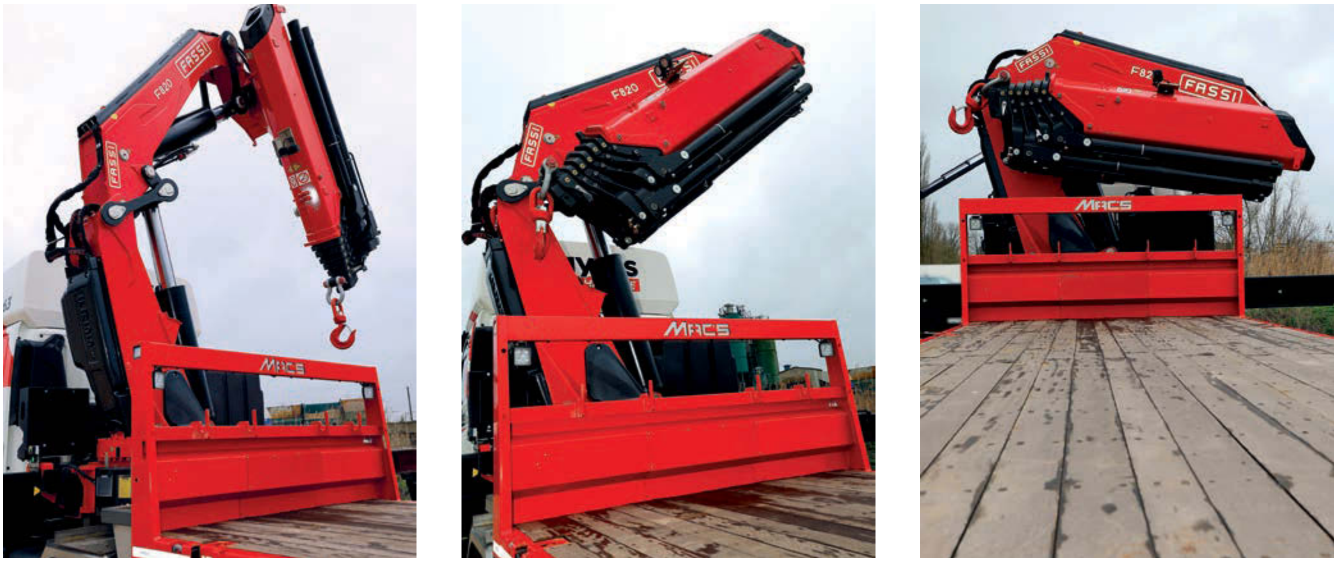
All fitted by MAC's Trucks.

Best thing about it: The crane !

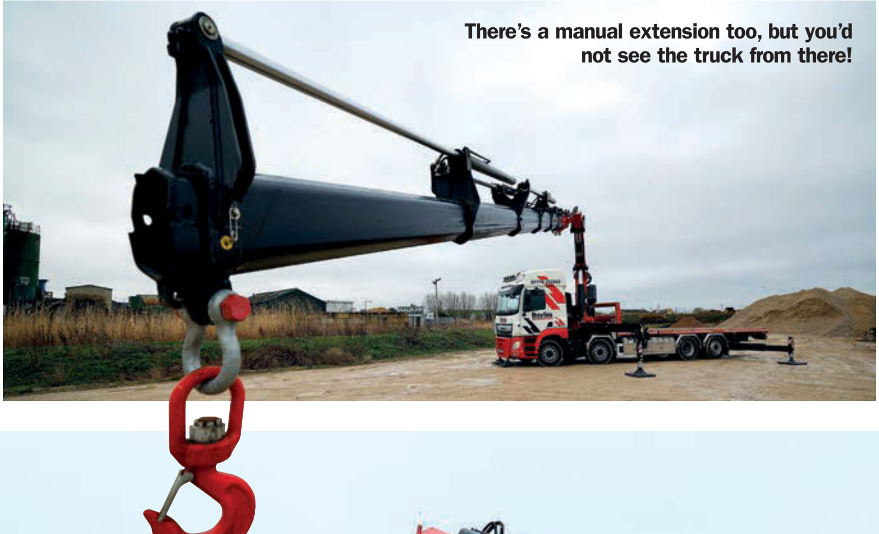
Gongs: None yet, but its in for Truckfest, so fingers crossed.


07776 252263
Bayliss
HIAB & HAULAGE
FASSI
F820
DAF
J12 BHH

CF 480 has steering and lift on 4th axle, crane sits directly over the 2nd.

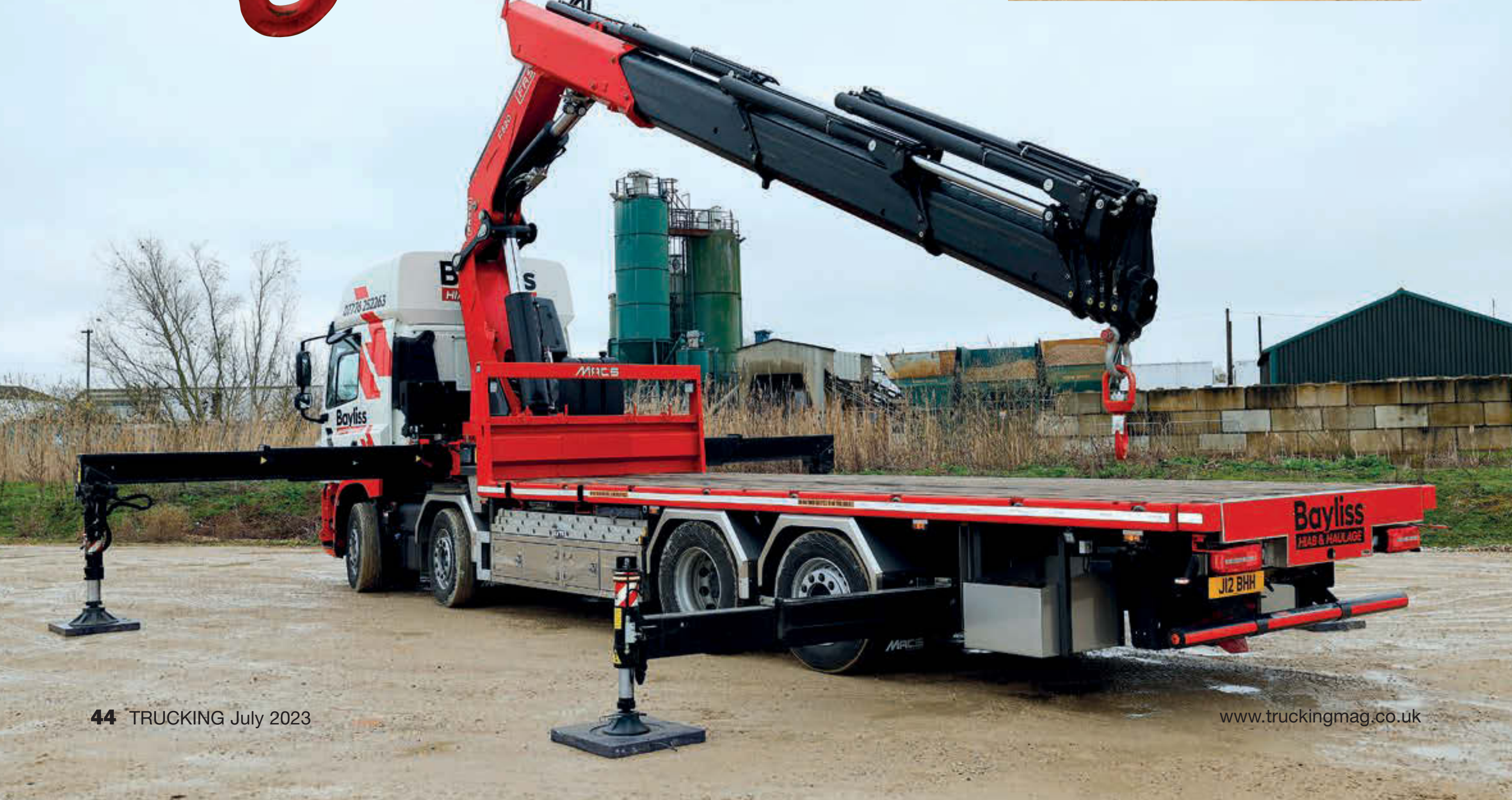


ABOVE: Big crane folds so small, it boggles the mind.



There's a manual extension too, but you'd not see the truck from there!

Plating-up; Jake from Bayliss Hiab and Haulage is it?



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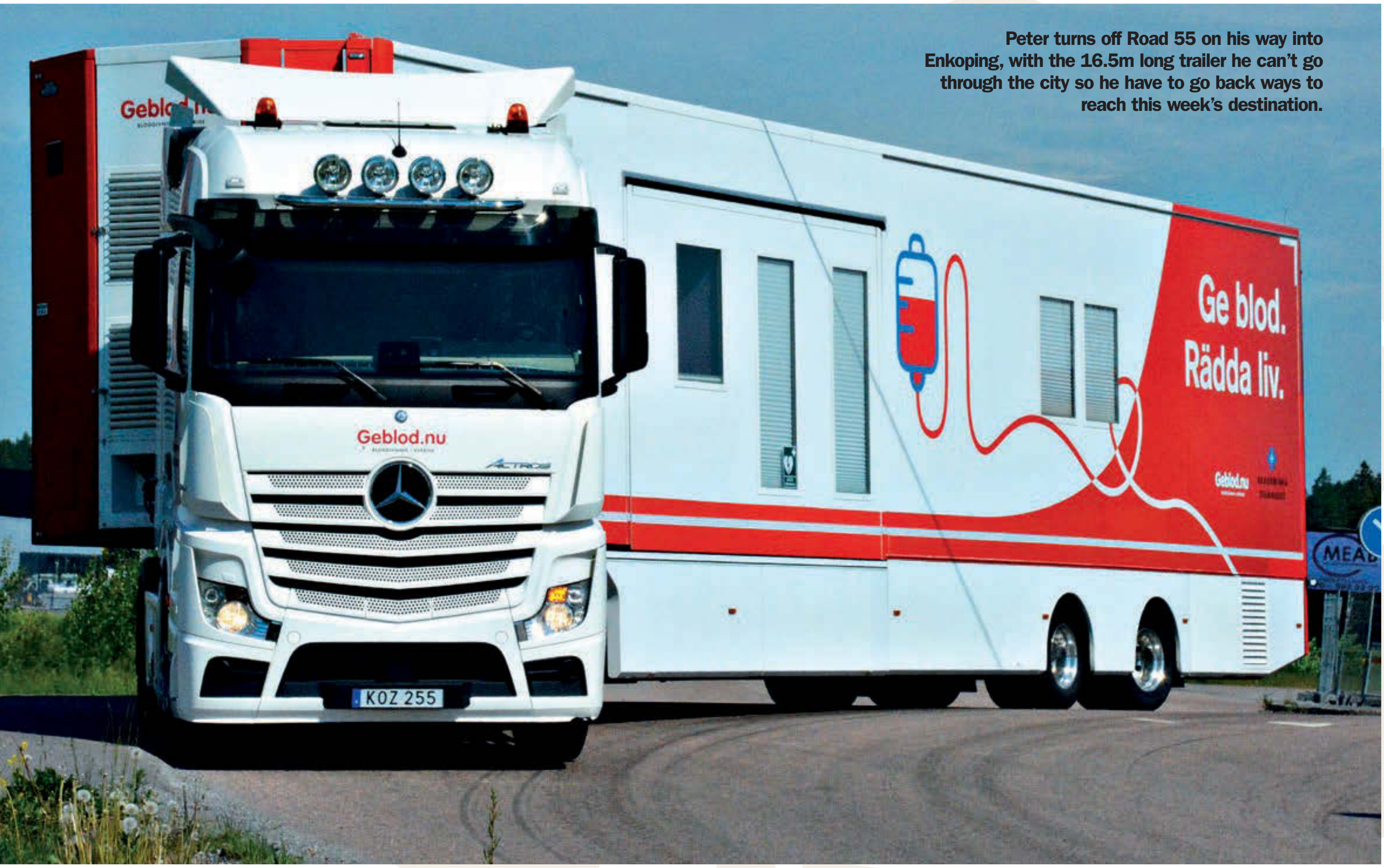

Peter turns off Road 55 on his way into Enkoping, with the 16.5m long trailer he can't go through the city so he have to go back ways to reach this week's destination.

A DIFFERENT DRIVER JOB ASSIGNMENT.

Trucking met up with Peter Lofgren who is one of the two truckers who drives the Uppsala Academic Hospitals 'Give Blood' trailer. At the time of our visit the crew was due to visit Enkoping, Sweden.

By By Hans Köster

PHOTOGRAPHY HANS KÖSTER

It is Monday morning and at 09.45 Peter picks up the tractor and trailer that is parked in the Uppsala Municipality area to head his way towards Enkoping roughly one hour's drive northwest of Stockholm, Sweden's capital city. We meet Peter on Road 55 at the entrance to Enkoping where he has already chosen to drive the back roads outside the urban city centre to his destination due to the long trailer. From Monday to Thursday this week, The unit is due to be stationed at the CO-OP shopping center car park.

"We must come to the blood donors, otherwise they will not come to us", Peter explains. At the same time as he points out that the people of Enkoping are very good at donating blood so this will be a busy week for the crew.

When Peter arrives at CO-OP, he discovers that there is already another trailer unloading goods at one of the nearby retail shops. He then has to walk over to that driver to check how long he will be so Peter can manoeuvre his Mercedes tractor with trailer to its pre-planned parking place.

It takes some space to park with the 16.5m long trailer. Once in place, Peter starts by plugging in the power from an outlet that is located on the façade of the building. Next he sets out cones on both sides of the trailer before moving out the two side extensions on both sides of the trailer. Before doing so, he must make sure ➤

that the trailer is completely in level.

There is a spirit level located in one of the front skirt stores where he also has the control panel and one at the back behind the tail lift, so when everything looks good, it is ready to move out the side extensions.

When that's done, he mounts an aluminium staircase with a railing to the entrance and exhibits 4 chairs if the donors want to sit down and rest while waiting for their turn.

"Now due to procedures introduced during the Covid epidemic, we only take in four donors at a time, not as many as before when we could have up to eight-to-ten people waiting for their turn to donate blood in the unit's integral waiting room," says Peter.

After about 20 minutes, everything is ready on the outside so we go into the trailer. Here Peter starts by folding down

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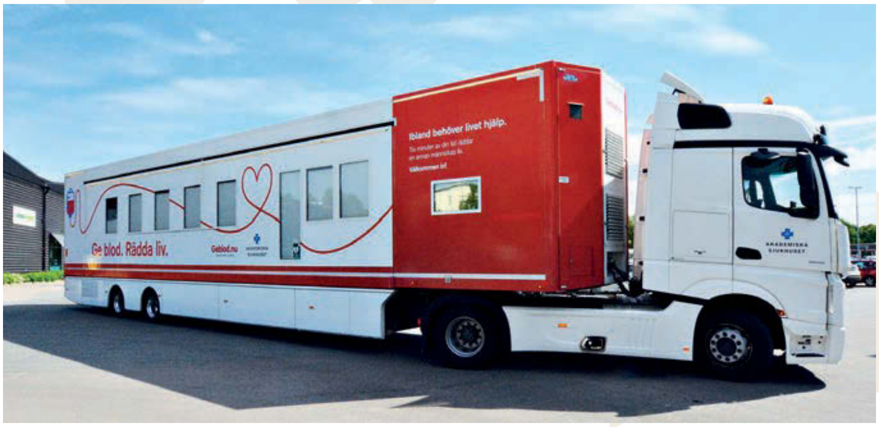
ABOVE Peter has to step out from his tractor and check with another driver who is unloading at the shopping mall to find out when he is ready so Peter can get his trailer in their position.

ABOVE It is an art to revers and park with the long trailer. "I have a reverse camera on the tractor but no one on the back of the trailer," says Peter and smiles.



ABOVEThe 16.5m long trailer is built by Groth in Monsteras on a Parator chassi.

ABOVE Peter connects the 3-phase power to the trailer from a socket located on the facade. "We stand here every four weeks so this is prepared since long," he says.

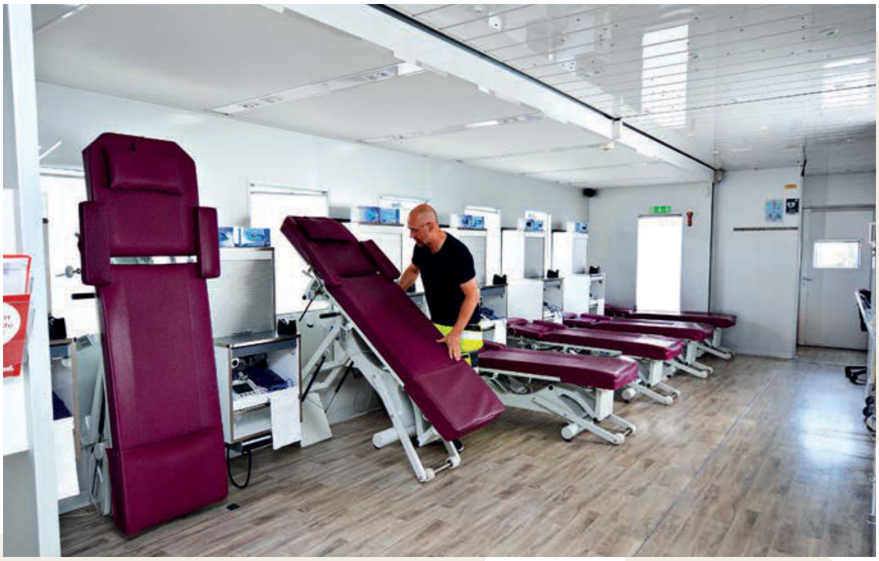
ABOVE Before Peter move out the side extensions, he places out cones on the road surface around the trailer.

AKADEMISKA
SJUKHUSET

ABOVE Here we see Peter with his remote control ready to shoot out the side extensions on the trailer.

ABOVE Preparing the stairs to the reception area, it takes Peter around 20 minutes to get everything ready on the outside.

➤



ABOVE All clear on the outside, then Peter begins to prepare on the inside before his colleagues arrive.

the six bunks and filling up with materials in cabinets and refrigerators. There must be both fruit juice and sandwiches as refreshments for the blood donors. He also checks that all temperatures and values are correct.

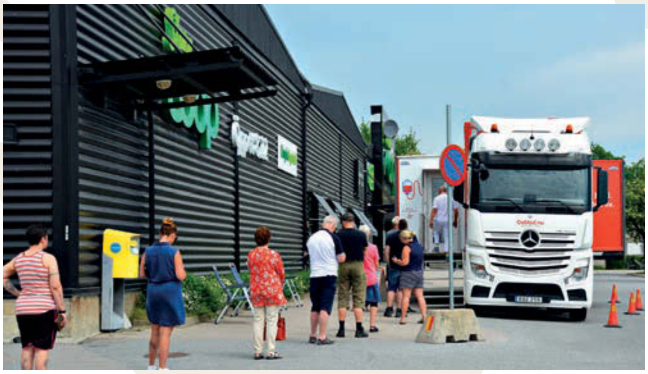
There is an industrial computer in one of the cabinets, a PLC, (Programmable Logic Control) which has full control of refrigerators, freezers, indoor temperature, ventilation etc. "It alerts us straight away if a value deviates from the parameters we set," says Peter.

When most things are ready, we jump

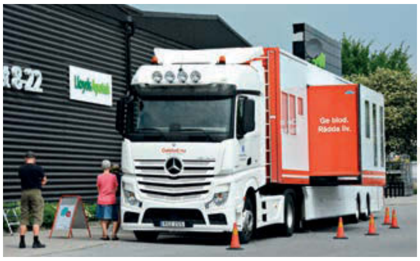
ABOVE The first day of the work week, then all cabinets have to be refilled from the storage area in the back of the trailer.

ABOVE When all is prepared in the trailer Peter get a chance for a quick relax in his Mercedes Actros tractor before he has to change to his white uniform and support the nurses in the trailer.

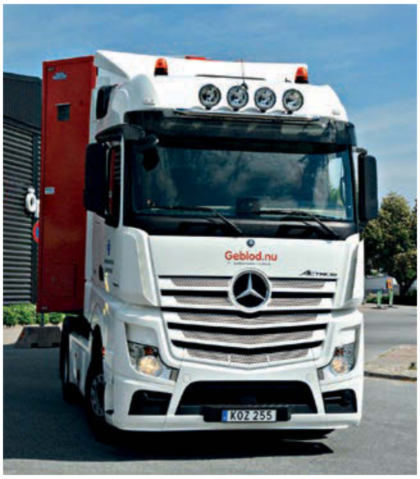
ABOVE Peter with his crew of nurses before opening time today.



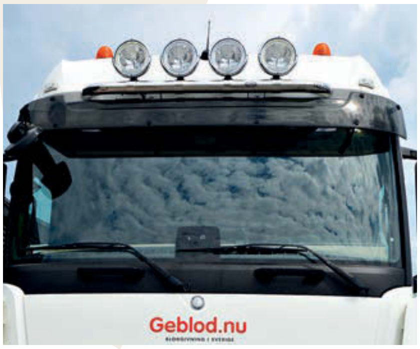
ABOVE Time for opening, the queue is already long, Peter has set out some chairs so the donors can sit down and wait for their turn in the warm sunshine.



ABOVE With the sides extended, the trailer measures a width 18.5ft and an indoor area of total 688 square feet.



RIGHT The tractor, a Mercedes Actros from 2015, has a 15.5litre straight 6cyl engine with 420hp and has only 64,000 kilometers on the clock.



ABOVE Peter has managed to get the hospital to invest in a lightramp from Lightfix on the roof. "The extra lights come in handy when you roll home on dark winter evenings from the northern forests", Peter says.

ABOVE Peter mounts the railing to the entrance before it is time for opening.

ABOVE The tractor cabin has a bed but it still has the plastic left around the mattress. "We always stay in hotels when we are out away from home," says Peter

into the cab so Peter can tell us a little more about his somewhat unusual driver job.

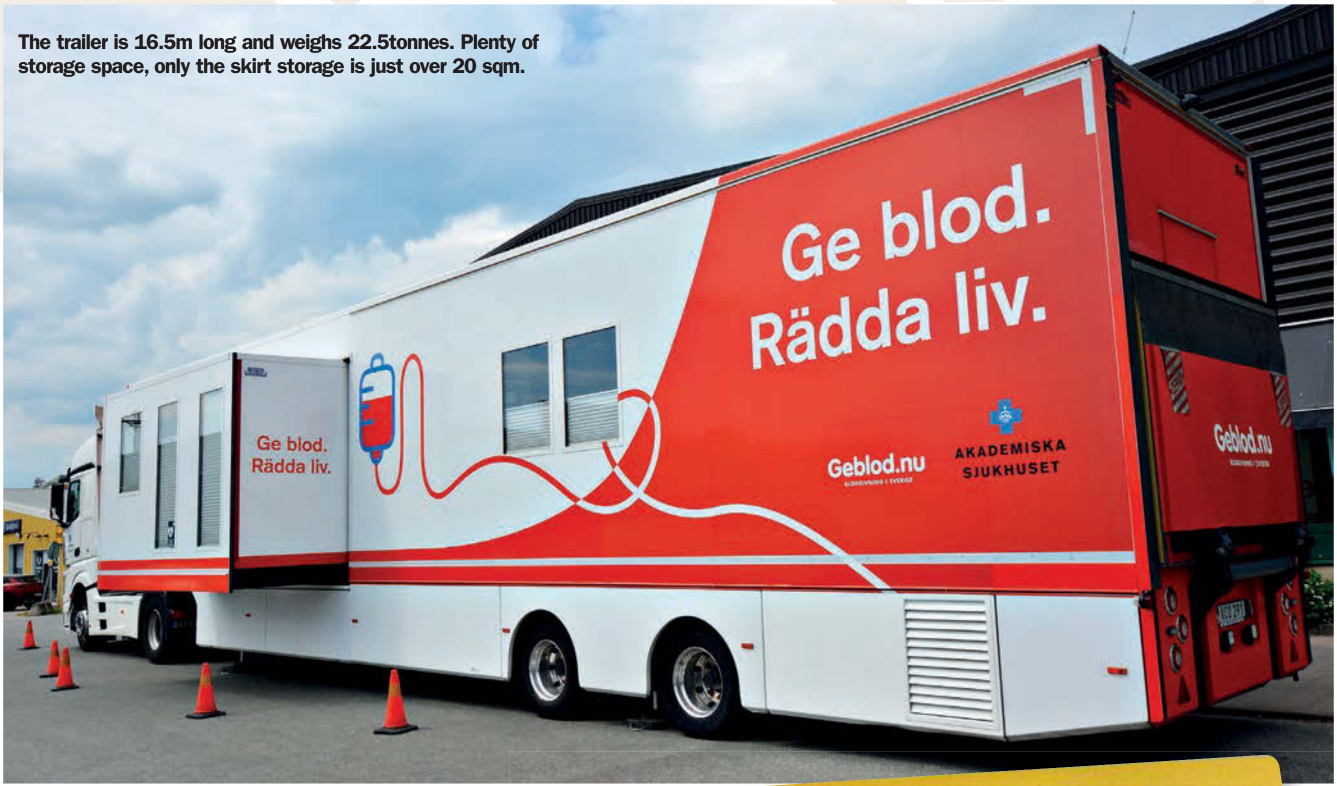
He started driving trucks in 1989, it was general cargo for some time, and also dumpster trucks. In 2017, he saw an advertisement that the Academical Hospital was looking for a driver for its new 'Give Blood' trailer. "I sent in an application and got the job," says Peter.

He shares this job with another driver, Juha Hedman. "We drive every other week until Thursday, Fridays then we wash the tractor and trailer ready for the nest assignment". The week they do not drive, they work as caretakers at the Blood Center at the hospital.

The tractor is a Mercedes Actros from 2015. It has a 15.5litre straight-6 cylinder engine outputting 420 hp. The gearbox is a 12-speed automatic, so-called Robot gearbox. Today, the tachograph reveals the tractor has travelled 48,000 miles.

"It will not be so many miles because most places we visit, the car is parked all week and we go in the accompanying car to and from the hotel where we stay during that time," says Peter.

"Now the rest of the crew arrives in the



The trailer is 16.5m long and weighs 22.5tonnes. Plenty of storage space, only the skirt storage is just over 20 sqm.

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ABOVE & RIGHT The trailer is built by Groth Kaross in Monsteras. "It takes between 9-12 months from start of construction to delivery," says Bjorn Magndahl who works with design and development at Groth.

➤

escort car from Uppsala," says Peter and points to a car marked with the Academic Hospital's logo. They will now complete the last of the preparation in the trailer before the reception opens at 12.30. It's also time for Peter to change into white hospital clothes, because he works in the blood donor trailer all afternoon and helps the staff to refill equipment and other materials during the day. Peter also helps to patch the blood donors after the donation is completed.

"My primary task is to ensure that the tractor and trailer works as it should, i.e. that it maintains the right indoor temperature, it is important for both the donors and those who work," he says. "It should be stable at 22-23°C degrees, both summer and winter time."

Peter is also responsible for ensuring that the blood is packed and that safe transport to Academic is arranged when the day is over. "This applies from all places where we are lined up," Peter explains.

After the day's shift, everyone jumps into the escort car and goes to Uppsala and then back the next morning. When they are further away they stay in hotel. From Enköping it is only a 30-mile drive to Uppsala. The blood trailer is only parked until Thursday. Opening hours vary slightly depending on the location, but every Thursday they close at 15:00. "After every work day we all help to clean, scrub floors and spray off all surfaces and public areas with disinfectant. "The drivers responsibility is also to make an inventory of what material needs to be refilled for the coming week," says Peter.

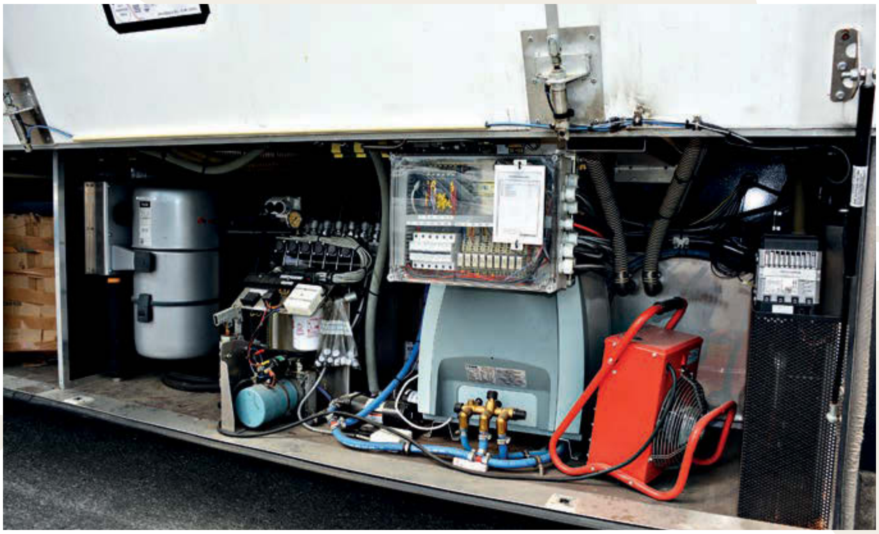
On Fridays, the drivers have a booked a truck-wash at Nobina Bus Wash in Uppsala, then they wash both the tractor, the trailer and the accompanying support car. "It is very practical to have a fixed time, if you go to one of the truck wash stations you can have to wait several hours for your turn," Peter explains.

Here they also fill up with water, and drain gray water and black water as well as filling up diesel if the need exists. "Sometimes we only need to refuel once a month, it will not be so many miles," Peter says with a smile.

During the industrial holiday v28 - 31, the Give Blood tractor and trailer is stationary. "I always then drive the trailer to Groth, the manufactory in Monsteras for

ABOVE There are three small meeting rooms in the trailer that are positioned in one of the side extensions.

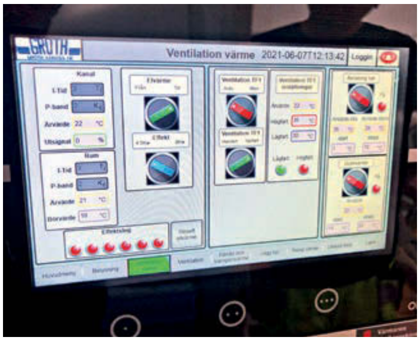
ABOVE An PLC (Progamable Logic Control) industrial computer monitors the various systems in the trailer.



ABOVE Lower power station only for the skirt storage and water heater 25litre and a hydraulic unit of 24v.

5 4 3 2 1 0 1 2 3 4 5
SEAWORLD
30 20 10 0 10 20 30

ABOVE It is important that the trailer is in balance before the extensions goes out, therefore spirit levels are mounted. There is one in the front and one in the back of the trailer.



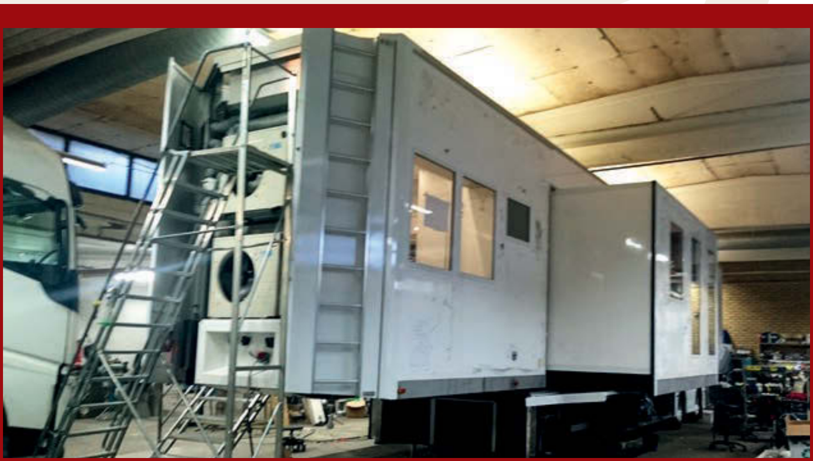
ABOVE On the display in the PLC, Peter can read all the values and control everything from heating, ventilation and also keep track of refrigerators and freezers.

Blodtransport
Blodtransport

ABOVE At the end of every working day the driver packs all the blood in special trunks to be picked up for a quick delivery to the Academic Hospital.

Dräger
24V
Fristartad
29:41

ABOVE The Mercedes tractor is equipped with alcolock from Dräger.



ABOVE "It takes 9-12 months from order to build a trailer like this," Bjorn Magndahl, designer at Groth explaines.

ABOVE The trailer has two stretched truss beams in the roof to keep the main roof straight over the long extension.

ABOVE A Wibe aluminum ladder is integrated in the nose cabinet if you need to get up on the roof.

ABOVE Bjorn Magndahl at the drawing board at Groth Kaross AB in Monsteras who designed the Give Blood trailer.

service and review," says Peter who, after that can go on his deserved holiday.

The clock begins to approach 12.30 so Peter opens the door in his white hospital clothes to let in the first blood donors who have already waited half an hour outside in the sun.

We thank Peter for an interesting insight into a fairly varied driver job that he enjoys.

To find out a little more about the trailer, we contact Bjorn Magndahl who works with design and development at Groth Kaross AB in Monsteras who built the trailer.

It is built on a specially designed Parator chassis and measures a full 16.5m. The width is 2.6m and fully unfolded 5.6m. The floor area then amounts to a full 64 sqm. Skirt storage contains a lower power station, hydraulic unit with electric motor of 24V, water heater, central vacuum cleaner and plenty of storage space.

Should a power failure occur, there is also a Panda generator in the skirt space that starts up automatically for its own power supply. The weight of the trailer is 22.5tonnes.

"It takes around 9 - 12 months to build from the order is placed until it is ready for delivery," says Bjorn.

He further explains that when the trolley is retracted, it is not possible to go through the trolley, everything is so compressed. "We usually say that the difficult thing is not to shoot out, it is to shoot in," Bjorn continues.

The trailer has a monitoring system with 16 different alarm areas that warn if something is in the way when you push the trailer together, it could be if you forgot to close a floor hatch or forgot to fold up the bunks. "That's when things hit each other and then it's like the effect of a garbage compactor," Bjorn continues with a smile.

In addition to the treatment/ donationroom with six, the trailer also houses a lunch room for the staff and storage rooms, refrigerators and freezers and a staff toilet with a sink.

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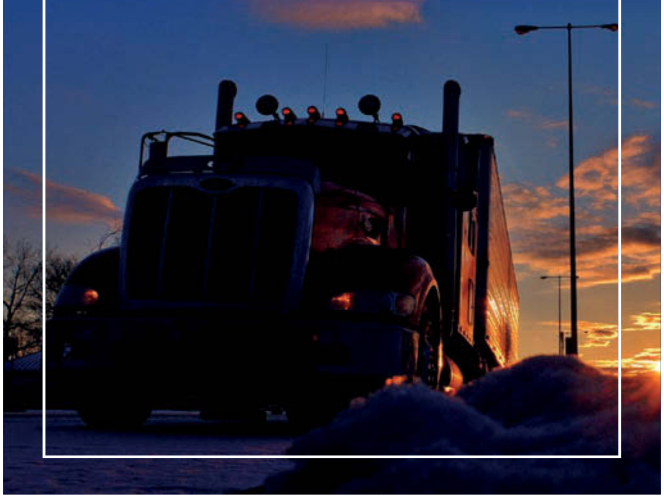

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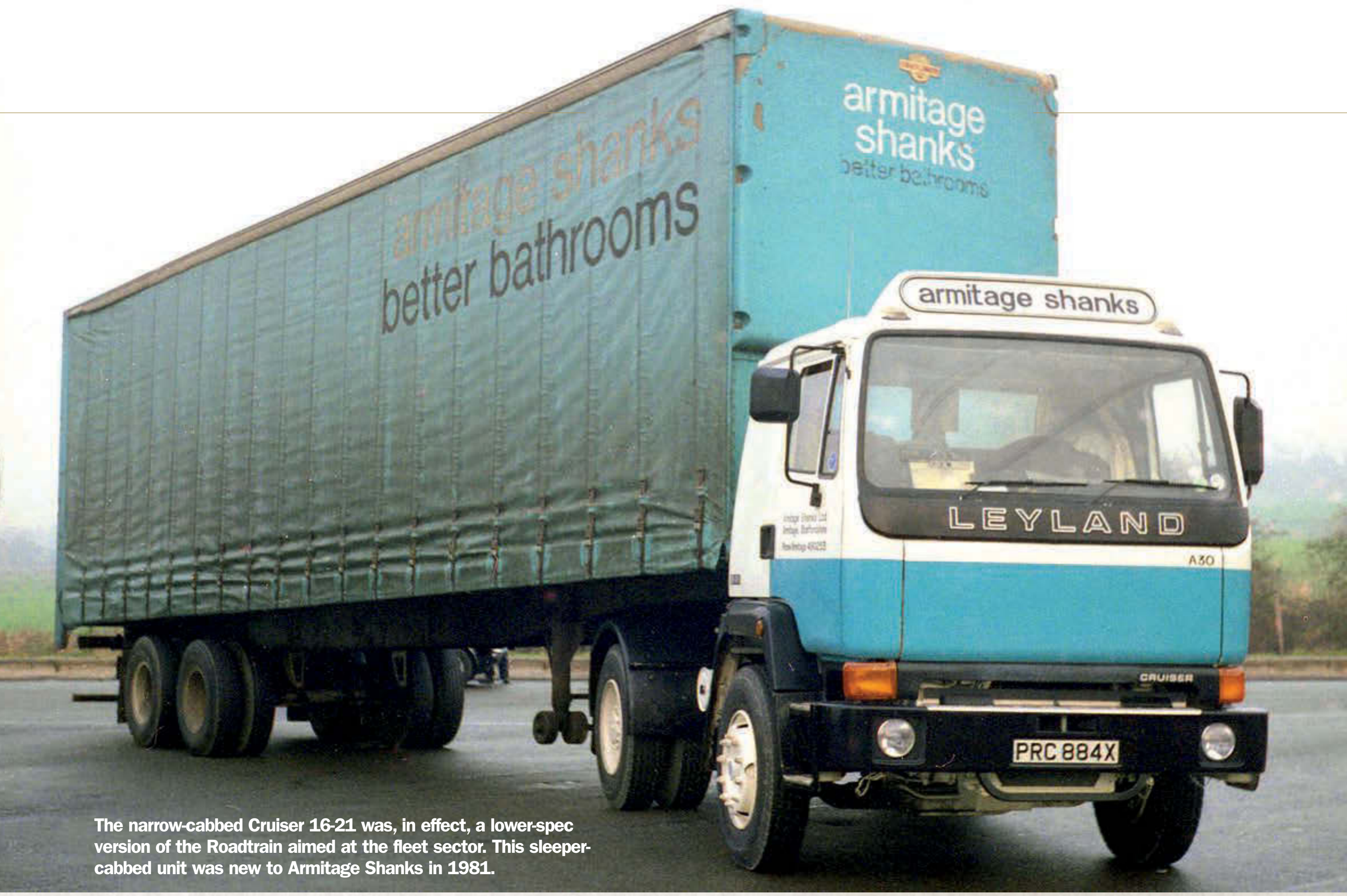


The narrow-cabbed Cruiser 16-21 was, in effect, a lower-spec version of the Roadtrain aimed at the fleet sector. This sleeper-cabbed unit was new to Armitage Shanks in 1981.

THE STRAIGHT AND NARROW

Leyland's T45 range comprised many models – not just the Roadtrain.

By Peter Davies

PHOTOGRAPHY PETER DAVIES

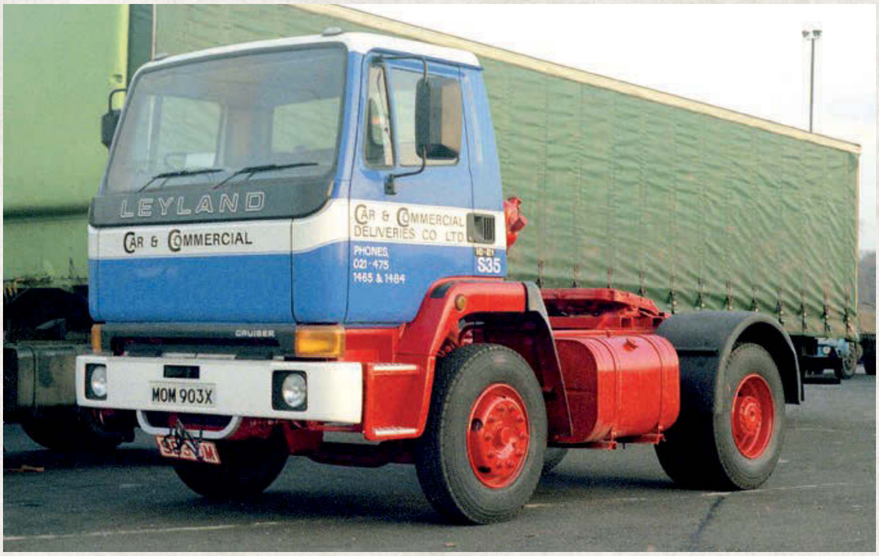
When we hear 'T45' mentioned we tend to think of the Leyland Roadtrain, but the T45 range encompassed a much wider variety of types and weights, ranging from the little Roadrunner up to maximum-weight artics. In between were there were three important models, namely the Freighter, the Cruiser and the Constructor Six which are the subject of this month's Model Profile.

They all had one thing in common – a narrow version of the Motor Panels C40 cab designed jointly by Leyland and Ogle Design. Alas they were among the last models to carry the Leyland badge since the company was swallowed up by DAF in 1987, and the Dutch owners soon began phasing out the Leyland products.

Leyland's fortunes only went one way following the formation of the British Leyland Motor Corporation in 1968, and that was downhill. The once successful and world famous truck builder seemed to lose its way, mired in a confusing jumble of disparate products. What had set out to be a world-beating automotive conglomerate soon began struggling financially, largely because of its car divisions. Under the BLMC banner a 'Leyland Truck & Bus Division' was set up, but money was still being poured into cars at the expense of trucks.

So complex was its product range in the 1970s that BLMC was manufacturing over 50 different types of cars and over 200 different commercial vehicle models. Clearly it needed to tidy up the range and that's where the T45 trucks came in. As early as 1974 Leyland was in discussion with Motor Panels of Coventry and design consultants David Ogle of Letchworth over the development of a new truck cab which would replace the existing plethora of designs in the system.

Rationalisation was the buzzword – it meant getting rid of the old mix ➤



ABOVE Car & Commercial Deliveries of Birmingham found the new Cruiser 16-21 well suited to its operations as car transporter specialists. This one was itself on delivery, as the trade plate suggests.

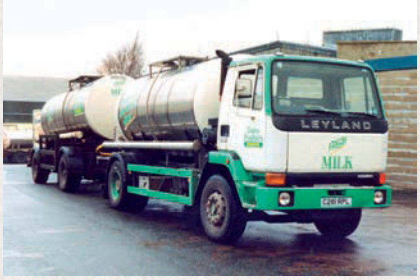
of models and streamlining the product range. The end result of those discussions was the stylish C40 cab, said by some to be labelled C40 because 40 of its 120 components were common to all variants. The first appearance of the new C40 cab was in full-width form on the new T45 Roadtrain, launched in 1980.

Obviously Leyland needed more than a new cab to tidy up its act. Rationalising the BL truck range was a colossal task and it had to be conducted in a period of great uncertainty. During the '70s the company had hopes of increasing its penetration into the European market following the UK becoming a member of the EEC (which evolved into the present EU). In 1973 Leyland had optimistically pinned its hopes on the new Marathon – seen as a pan-European truck and geared to the long-haul routes to the Middle East. But it struggled to compete with the likes of Mercedes-Benz and DAF.

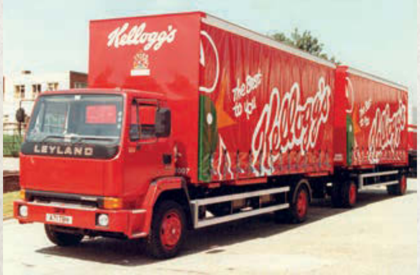
Around the same time Leyland ploughed its scarce resources into its ill-fated 500 'fixed head' engine, which soon earned the company a bad reputation. Long-term Leyland customers were beginning to look elsewhere and the company's share of the UK market was declining. As if this wasn't enough, export sales were falling too as Britain cosied up to Europe and turned its back on the traditional Commonwealth markets.

Worst of all though was the negative effect of the ailing car divisions in the BLMC empire. In 1974 BL made a meagre £2.3m profit on a turnover of £1.6 billion – barely a seventh of one per cent. It was at that point, fearing extensive unemployment, the UK government took a 95 per cent share in the company, confirmation of which was announced in 1975.

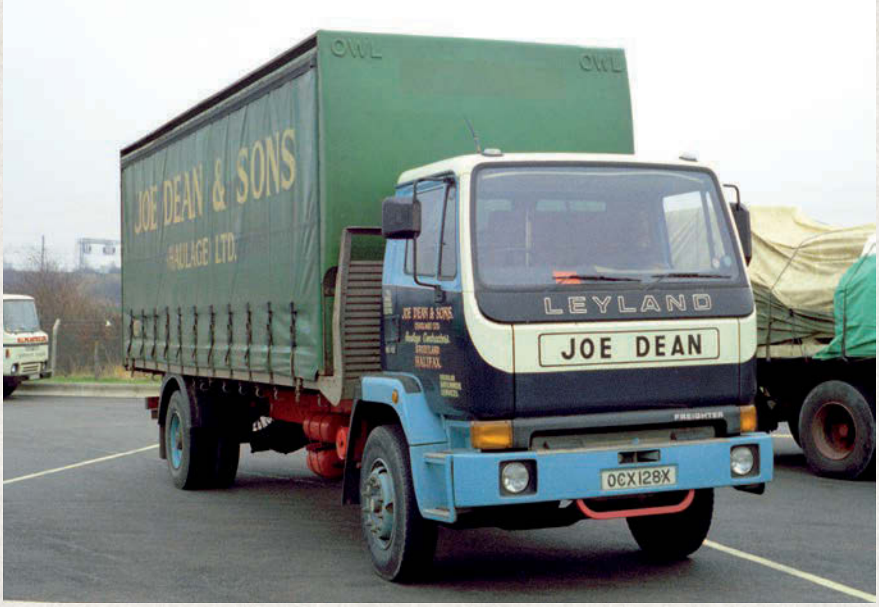
As a state-owned organisation, the Leyland Truck & Bus Division of what was now known as 'Land Rover Leyland Group' found new impetus to develop the T45 range which was aimed to revive its waning share of the market. A new state-of-the-art assembly plant was commissioned as part of a £350 million investment programme. Following the launch



ABOVE The TL11A with up to 210-230 bhp was seen as adequate at that time for powering a 32-tonner. This Cruiser 16-21 drawbar tanker was one of a number operated by Dairy Products Transport, formerly the Milk Marketing Board.



ABOVE Breakfast cereals represent bulk rather than weight, so this Cruiser 16-21 was well capable of performing in the role of a hi-cube curtainsider for Kellogg's.



ABOVE Haulage contractor Joe Dean of Greetland, Halifax, was among the long distance hauliers to run the Leyland Freighter, in this case a 16-15 model dating from 1981.

ABOVE The Freighter, like this 1983 16-15, became a popular choice with leading fuel and heating oil distributors, not least the giant Shell company, as pictured here.

of the T45 Roadtrain in 1980 and, shortly afterwards, the Scammell-built Constructor 8x4, Leyland's next challenge was to integrate the medium-weight models into a product range befitting the 1980s.

The models to be replaced included the Boxer, Mastiff, Super Mastiff, Chieftain, Clydesdale, and Reiver from the old BMC and Albion stables. As well as these, there were the former Leyland Comet, Super Comet, Lynx, Bison, Buffalo and Retriever from Leyland's own range. Of course the likes of the AEC Mercury and Mandator, Scammell Crusader and Guy Big J had already been phased out during the late '70s.

Having gone for the full-width C40 cab with dual headlamps on the Roadtrain and Constructor 8, Leyland opted for a narrow version for the new models introduced in the months following the initial launch. The new narrow-cabbed T45s spanned the weight range from 11 tons gross up to 32/34-ton artics and drawbars.

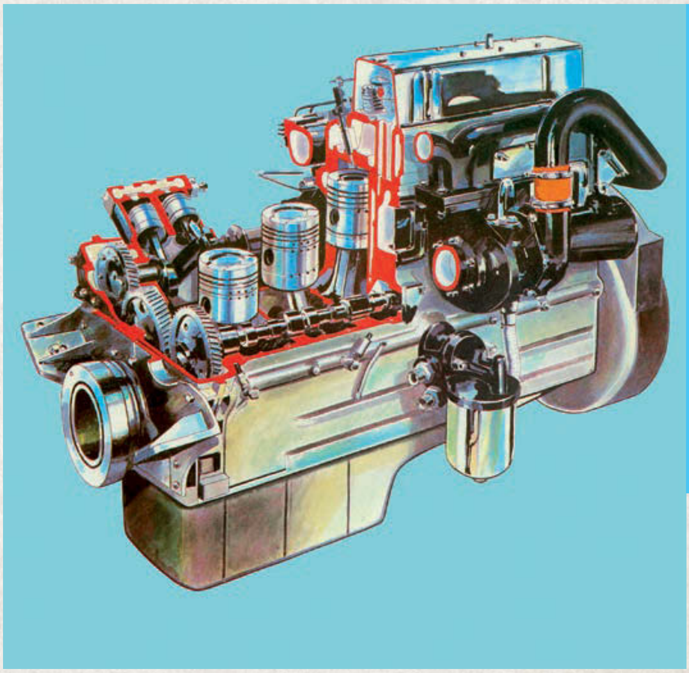
Basically the four-wheelers fell into two groups – those for solo use up to 16 tons were badged Freighter, while a more powerful range of tractors and drawbar trucks was badged Cruiser. First to be launched was the Cruiser range, effectively replacing the Lynx and Buffalo. A narrow-cabbed six-wheeler was also added, badged Constructor. The narrow-cabbed T45s eventually spanned the weight range from 11 tons gross right up to 34-ton tractor units. Later still it was extended even further down the weight range to include 'Non-HGV' models like the Roadrunner.

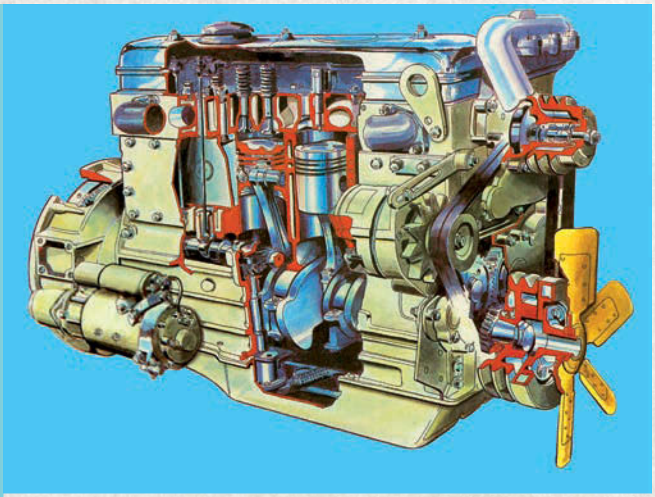
Cruiser

The Cruiser was a 4x2 model available in both rigid and tractor unit form. Eventually there were five models with gcw/gtw ratings of 20, 24, 28, 32 and 34 tons. The lighter models at 20 and 24 tons gross were only available as tractor units and were powered by Leyland 400-series diesels. The 16-15 tractor unit was rated at 20 or 24 tons gcw and took the 411 engine with 160 bhp, while the 16-17, also for 24 tons gross, had the 180 bhp Leyland 420. In effect these were more like tractor versions of the heaviest Freighters.

Initially, when launched in 1980, the Cruiser was seen as a lower-spec version of the Roadtrain aimed at

> “As a state-owned organisation, the Leyland Truck & Bus Division was part of the 'Land Rover Leyland Group'.”

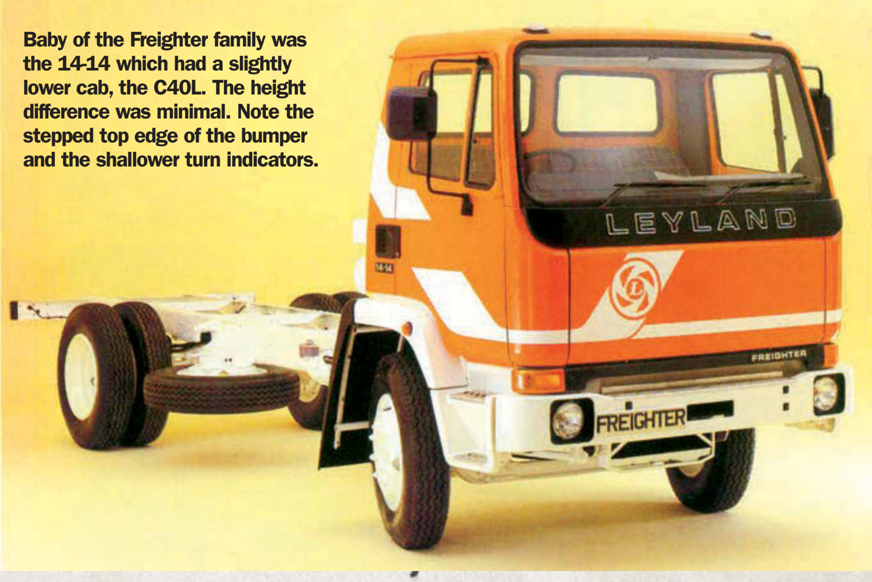




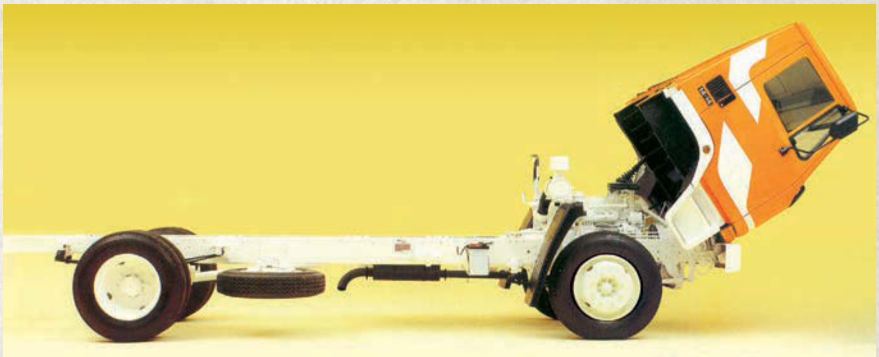
LEFT Cutaway illustration of the Leyland 6-98TV turbo diesel, which developed 137 bhp. The 98-series engines were developed from the 5.65-litre BMC diesels. **ABOVE** Powering the lightest Cruisers and the heaviest Freighters were Leyland's 6.54-litre 400-series diesels. This is the naturally-aspirated '402' with 135 bhp for the Freighter 16-13, while the Cruiser 16-15 tractor took the '411' Turbo with 160 bhp.

➤

ABOVE Dairy Products Transport, formerly the MMB, was an important customer for the Freighter as well as the Cruiser, having previously run a fleet of Albion/Leyland Clydesdales on farm bulk milk collection.



Baby of the Freighter family was the 14-14 which had a slightly lower cab, the C40L. The height difference was minimal. Note the stepped top edge of the bumper and the shallower turn indicators.



ABOVE Side profile view of the Freighter, in this case a lightweight 14-14, shows the cab tilted, providing excellent engine access.

the fleet and distribution sectors. It first appeared in tractor form only as the 16-21 for a gcw of 32 tons. Power for the 16-21 came from the Leyland TL11A turbocharged diesel rated at 210 bhp. Such a power rating seems ludicrously low by today's standards, but 35 years ago was deemed adequate for a low-spec fleet truck. The 16-21 could also be rated at 34 tons gcw, the main difference being in the gearbox.

The 32-tonner was fitted with the Fuller RTO.609 gearbox while, to cope with the heavier weight, the 34-tonner had the RTO.9509 with higher torque capacity. Both models featured the Albion/Guy AHD1335 hub-reduction drive axle with a choice of two ratios – 5.524:1 or a very low 6.35:1. A day cab was standard, but an optional sleeper cab could be specified.

As the range developed, more versions of the Cruiser began to appear, including longer wheelbase 4x2s for drawbar use. By the mid-1980s there were higher powered versions, with the TL11B and TL11C engines becoming available with outputs of 238 bhp and 260 bhp respectively. These were badged 16-23 and 16-26. At the same time the Cruiser range was extended down the power ratings with the availability of the Leyland 400-series power units.

ABOVE This lightweight Freighter of Atlas Express from 1986 features new badging, reading simply '160 Turbo'. The Freighter name now appeared very small on the cab side.

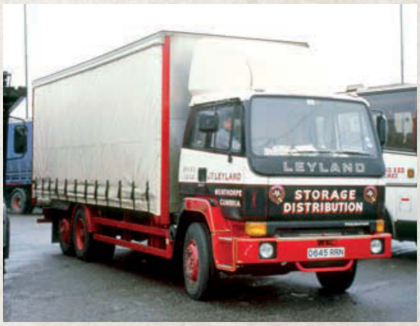
The Cruisers were popular with supermarket distribution fleets and petrol companies. Externally the rigid 4x2 models were virtually identical to the heaviest Freighters and one had to check the badge to tell the difference. Of course the rear hubs were also a tell-tale feature.

Freighter

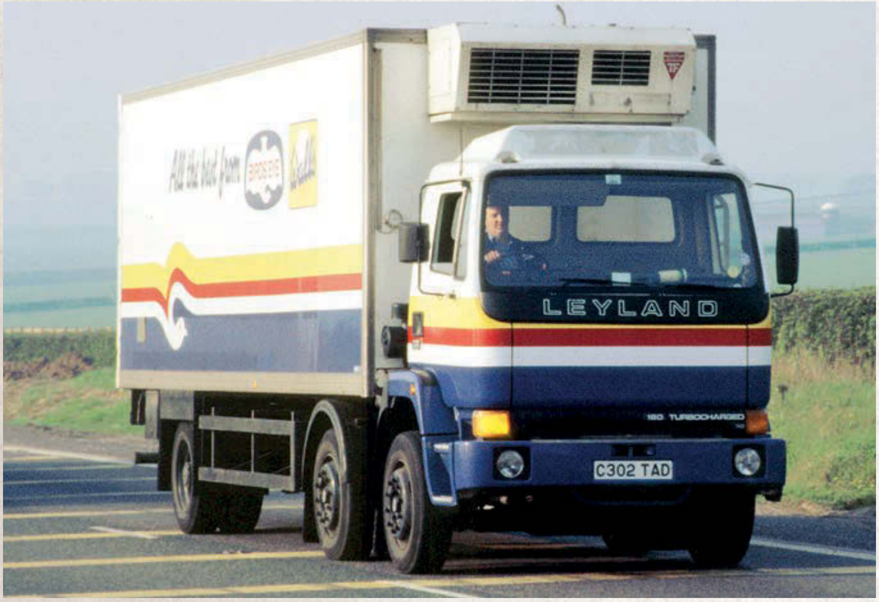
Lower powered 4x2 rigids for solo use were badged Freighter. These were added to the T45 family in 1981/82 to replace the likes of the G-cabbed Boxer, Mastiff, Chieftain, Clydesdale and the Ergomatic-cabbed Lynx. By then the Albion and BMC brands had been phased out and the Bathgate-built models were simply known as the Blueline (Albion) and Redline (BMC).

Those Freighters rated at 16 tons (16-13, 16-14, 16-15 and 16-17) clearly resembled the Cruiser rigids, but were lower powered for solo operation. Engines included the Leyland 6.54-litre 411 Turbo and the 420 Turbo at 160 bhp and 180 bhp respectively. Then there was the Leyland naturally-aspirated 402 and the 5.6-litre BMC 6-98 Turbo. Both gearbox and drive axle were Albion derived units, the latter being instantly recognisable by their distinctive reduction hubs.

By 1984 a range of Lightweight Freighters had been added for solo use at gross weights of 11, 13 and 14 tons. Not only were these different mechanically, but they had the C40L cab which was just a couple of inches lower than the cab on the heavier Freighters. The difference could be



ABOVE Inevitably, specialist convertors entered the scene, producing unusual axle configurations to gain payload capacity, as with this 6x2 Freighter 16-17 from the fleet of JT Leyland of Milnthorpe.



ABOVE Another popular practice, especially on medium four-wheelers with front-mounted fridge units, was to add a second steer, as in the case of this Freighter 16-17 of Bird's Eye Walls.

seen in the stepped front bumper and the shallower turn indicator lenses. The height difference was so minimal one wonders why Leyland went to the expense of having the two versions.

The lightweight Freighters majored on the old BMC 5.65-litre 98-series diesels. These came in two ratings of 115 bhp (6.98NV) and 145 bhp (6.98TV Turbo). The standard gearbox was a Turner five-speed synchromesh unit, while the rear axle was a single-reduction spiral bevel. Turbocharged models boasted a ZF S6-36 six-speed synchro 'box.

Constructor 6

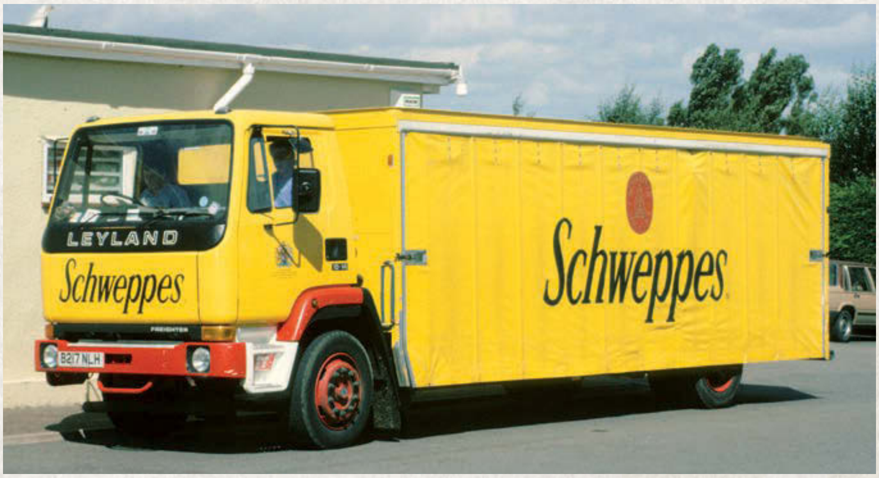
Rounding off the narrow-cabbed line-up was a rigid six-wheeler which, for some reason Leyland decided to call the Constructor, even though the name Constructor already existed in the form of the wide-cabbed 30 ton gross rigid eight. The six-wheeled version was quite different in its mechanical specification.

There were two different power units – while the 209 bhp TL11A was common to both the existing wide-cabbed eight-wheeler and the new narrow-cabbed six, but the latter also had the option of the 6.54-litre Leyland 420 with a net output of 172 bhp. The higher powered chassis was badged 24-21, while the 420-powered version was a 24-17. According to Leyland spec' sheets of the period, a further option on the Constructor Six was the 206 bhp 500 cu, six-cylinder diesel in which case the badge read 24-20.

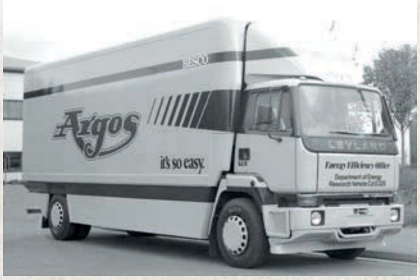
The 24-21 with the TL11A had the Fuller RT609 'Range-Change' or the Spicer 8010 splitter, while the 24-17 had the ZF S6-36 synchromesh six-speed 'box. Unlike the Constructor 8, the Six had a lighter Leyland-designed inverted tapered-leaf two-spring articulating bogie, although a non-reactive four-spring bogie, also with tapered leaf springs, was optional.

While the Watford-built

> “The Cruisers were popular with supermarket distribution fleets and petrol companies.”

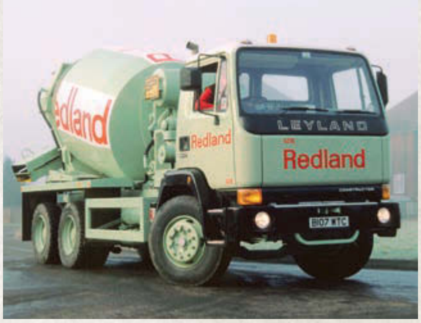


ABOVE Most unusual among the conversions were the 'Dropframe' specials for the brewery and soft drinks trade, providing an ultra-low loading height. This Schweppes example is based on a 1984 Freighter 15-14.

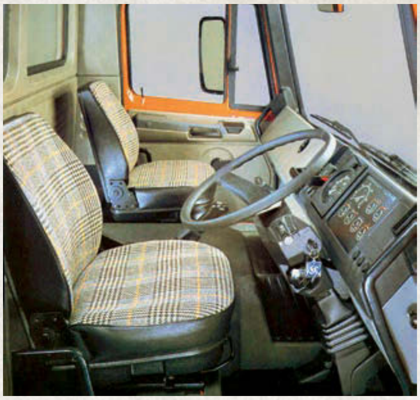


ABOVE Some bodybuilders in the late 1980s experimented with aerodynamic styling packages aiming to save fuel. This re-styled box van by Besco is a good example and is badged 'Freighter 17-18' indicating the latter day models were upgraded to 17 tons gvw.

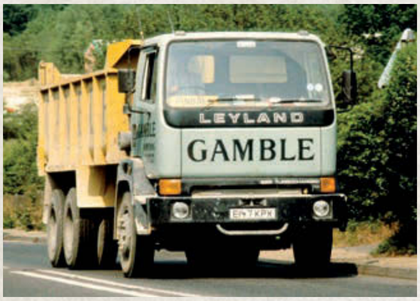
➤



ABOVE The Constructor 6 was very popular as a mixer chassis, as seen here in this Redland machine with Stothert & Pitt equipment.



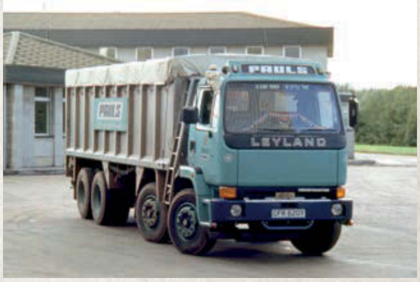
ABOVE Cloth trim and a pleasantly upholstered interior put the C40 cab among the best in the business when it appeared in 1980. This is the cab of the Constructor 6, but the other models were very similar.



ABOVE This Constructor 6 tipper of FL Gamble & Sons, Worthing, badged 24-22, dates from 1987 – the year DAF moved in and took over Leyland.

Constructor 8 was very much a Scammell project, the new Constructor 6 was built at Leyland. Many people in the tipping business felt the Constructor 8 should have had the narrow cab as it was lighter and less prone to site damage. However the narrow version was not available in time for the Constructor 8 launch.

In 1982 their wishes were answered, not by Leyland but by Leyland agents Gilbraith Commercials of Botany Bay, Chorley which took the initiative and converted a Constructor Six 24-21 to an eight-wheeler, which was placed on operational trials with Pauls Feeds at Preston. The vehicle, which they dubbed the 'Constructor City', was so successful Leyland decided to introduce it as a factory built job – enter the narrow-cab 30-21. This was followed by a higher-powered version badged 30-26.

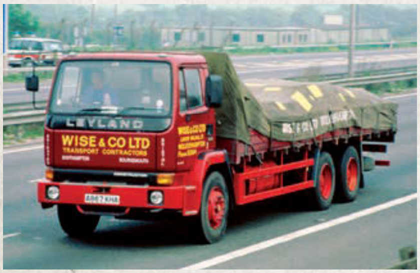


ABOVELeyland Trucks was slow to catch on to the importance of a narrow-cabbed Constructor 8. They were lighter and more suited to site work. A 21 ton payload was possible. It was Gilbraith Commercials which took the initiative and built this prototype for Pauls Feeds. It still carries the 24-21 badge of the base model.

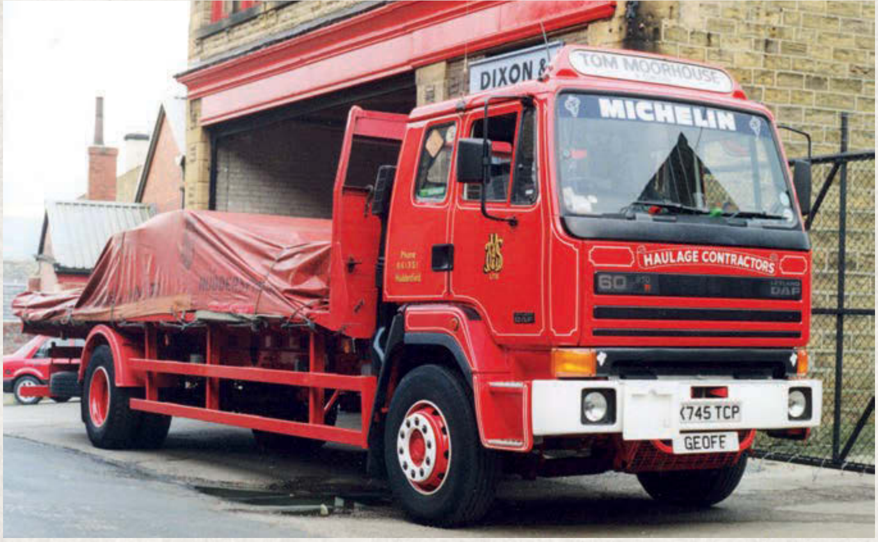
The End of the Road

Despite all the new investment and new product, Leyland's future was in the balance. In 1981 the BL Truck Division was given greater autonomy, becoming Leyland Trucks, but the UK was gripped in an economic recession, following on the heels of the famous 'winter of discontent'. In 1979 the Conservative government returned to power and soon decided to divest itself of state ownership, resulting in Leyland being up for grabs in the early '80s. After a number of failed deals it was DAF which ended up buying the truck operations in 1987.

It wasn't long before Leyland models were to be either phased out or absorbed into the DAF brand and badged 'Leyland DAF'. What were the Freighter/Cruiser and Constructor became the 55/60-series, 70-series and 80-series. The front of the C40 cab was given DAF-style black stripes, robbing it of valuable sign-writing space. Leyland engines gave way to DAF and Cummins. It was the end of the road for Leyland as a brand in its own right. T



ABOVE One of the attractions of the C40 cab was its clean external lines and its ample scope for livery application. Wise & Co of Wolverhampton made excellent use of this on its long-wheelbase dropside, dating from 1982.



ABOVE DAF was determined to put its mark on Leyland. What was the Cruiser/Freighter soon became the Leyland-DAF 60-series. The DAF stripes on the front panel obviously pleased the DAF directors, but did the C40 cab no favours by eliminating valuable sing-writing space.

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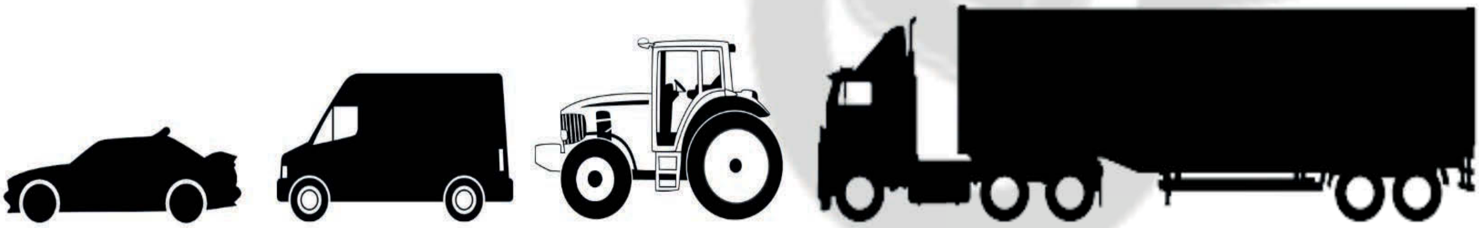

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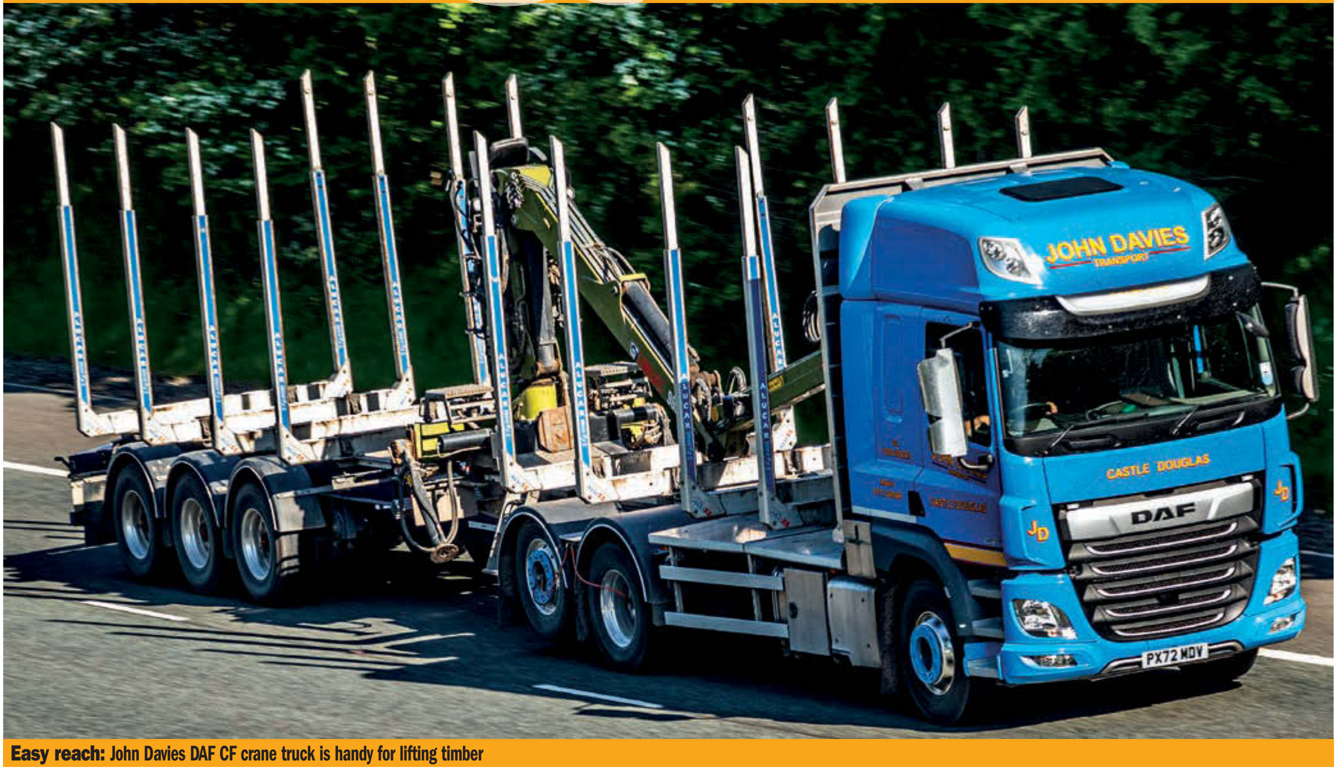
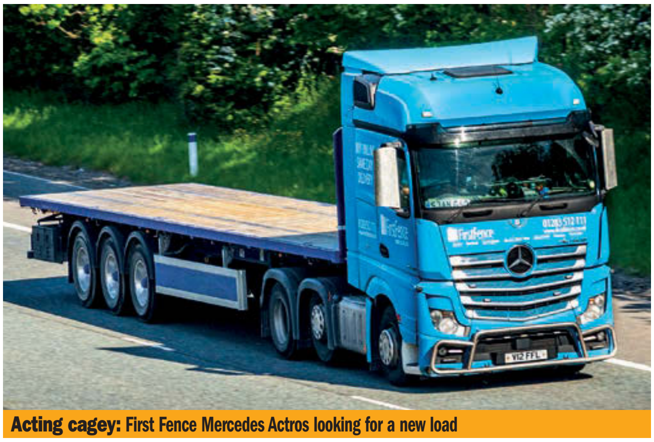
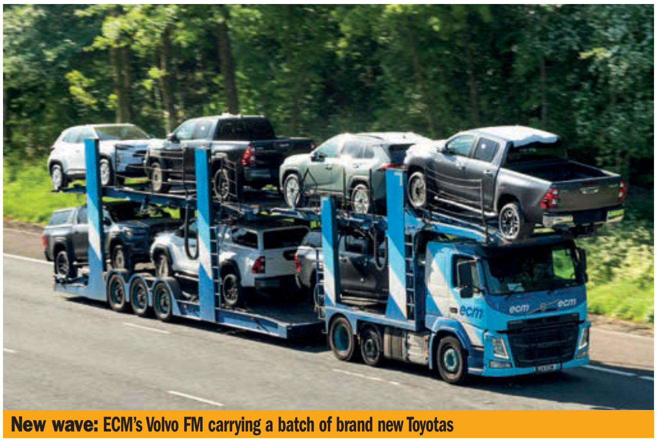

JOHN DAVIES TRANSPORT
CASTLE DOUGLAS
DAF
PX72 MDV

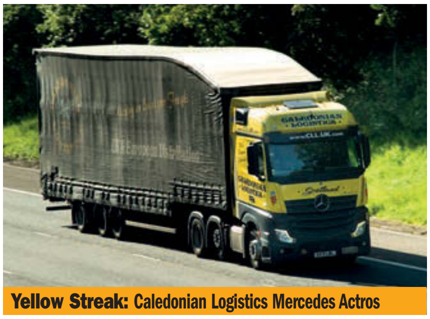
Easy reach: John Davies DAF CF crane truck is handy for lifting timber


FirstFence

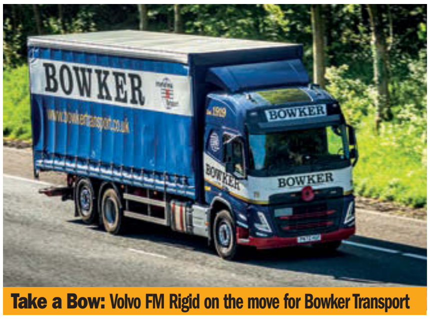
Acting cagey: First Fence Mercedes Actros looking for a new load



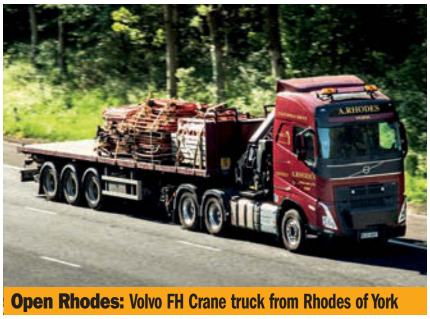
New wave: ECM's Volvo FM carrying a batch of brand new Toyotas



Yellow Streak: Caledonian Logistics Mercedes Actros


BOWKER
www.bowkertransport.co.uk

Take a Bow: Volvo FM Rigid on the move for Bowker Transport



Open Rhodes: Volvo FH Crane truck from Rhodes of York

Tanked up: Jentone's Scania R450 lifting a pair of ISO tanks

Taking meds: Mawdsleys Iveco S-Way with a trailer

Clean sweep: Iveco Eurocargo 150-220 road sweeper

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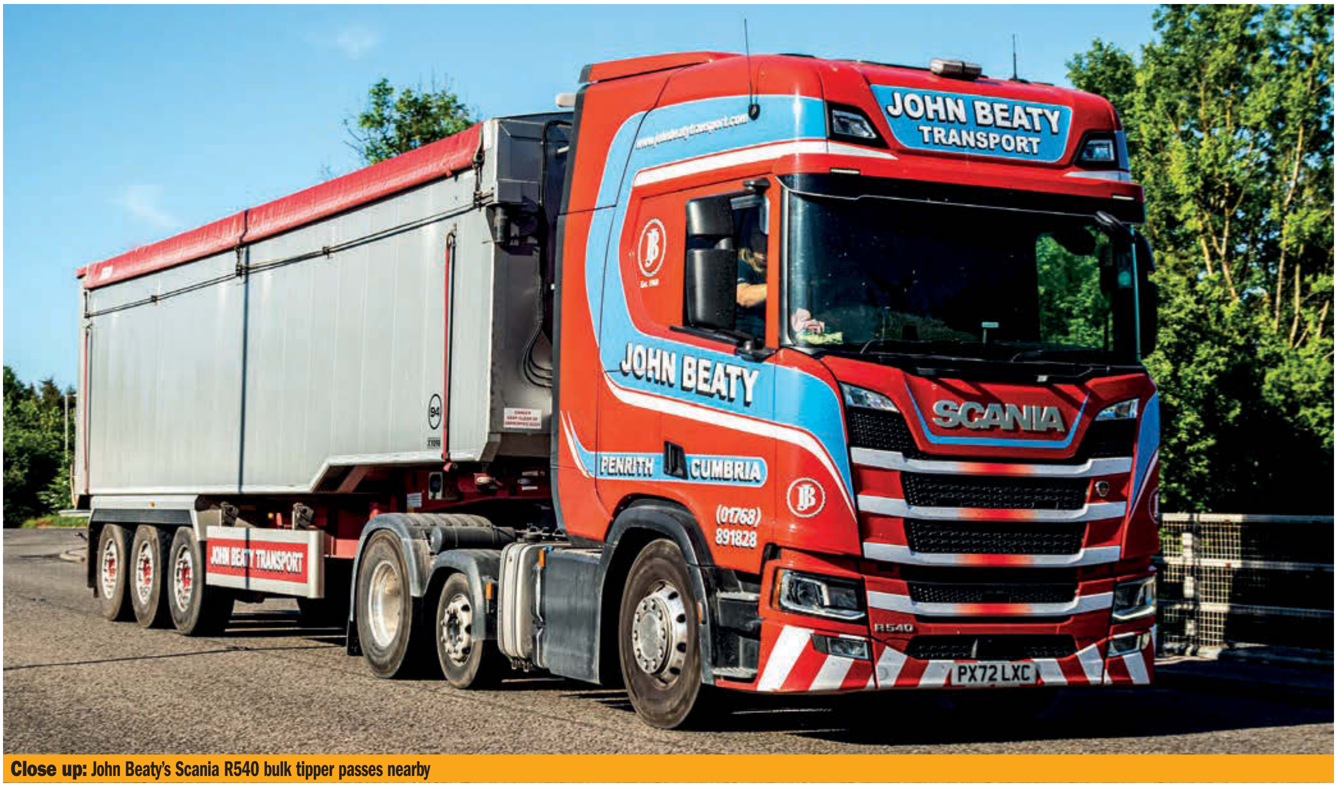
Seeing red: Impressive Scania R450 in Niven's red livery

Pair off: Gif Transport's DAF XF cruises past Mercedes Actros

T time: McKerral's Renault T on the way with a flatbed load


JOHN BEATY
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PENRITH
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R540
PX72 LXC
JOHN BEATY TRANSPORT

Close up: John Beaty's Scania R540 bulk tipper passes nearby

Bulking up: Yuill & Dodds Scania with a bulk tipper trailer

Taking stock: Woodhead Brothers' Scania 660S

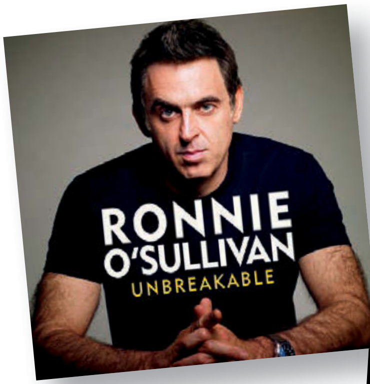
Empty set: Pendle Forklifts Mercedes Actros 2342

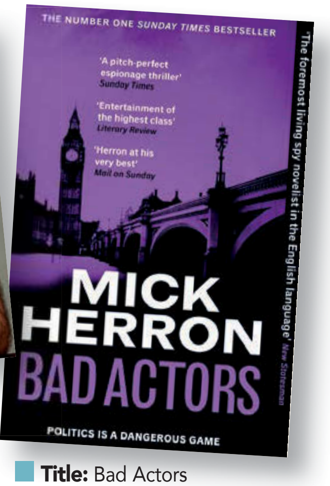
BREAK TIME

Books, music, films, TV, games and more to keep you entertained in the cab

By Simon Hastelow

PHOTOGRAPHY VARIOUS

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MICK HERRON
BAD ACTORS
POLITICS IS A DANGEROUS GAME

Title: Unbreakable
Author: Ronnie O'Sullivan
Publisher: Orion Publishing Co
ISBN: 9781399610018
Price: £15.99
Hardback Waterstones)
Audiobook: £24.99
(Audible 8hrs 21min)

In a career spanning over three decades, Ronnie O'Sullivan's journey to becoming the greatest snooker player of all time has been filled with extremes.

Framed around twelve lessons Ronnie has learned from his extraordinary career, with this book he takes us beyond the success and record-breaking achievements to share the reality - and brutality - of what it takes to rise to the very top, whatever your field. Ronnie is the first to say he doesn't have all the answers, but in sharing the experiences that have shaped him and mistakes that have made him, he hopes to help readers navigate their own personal challenges and obstacles, and in turn reach their maximum potential.

This is Ronnie O'Sullivan as you've never seen him before, the definitive and unflinching story of a true British icon and a fascinating insight into the mindset of the world's greatest snooker player.

Title: Bad Actors
Author: Mick Herron
Publisher: John Murray Press
ISBN: 9781529378726
Price: £7.49 (Waterstones)
Audiobook: £17.99
(Audible 10hrs 28mins)

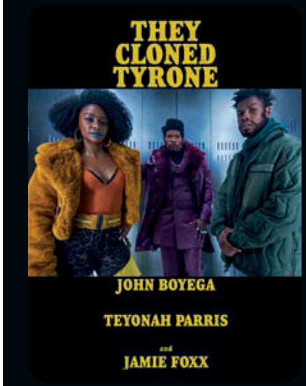
A key member of a Downing Street think-tank has disappeared without a trace. Claude Whelan, one-time First Desk of MI5's Regent's Park, is tasked with tracking her down. But the trail leads straight back to Regent's Park HQ itself, with its chief, Diana Taverner, as prime suspect.

Meanwhile her Russian counterpart has unexpectedly shown up in London but has slipped under MI5's radar.

Over at Slough House, the home for demoted and embittered spies, the slow horses are doing what they do best: adding a little bit of chaos to an already unstable situation.

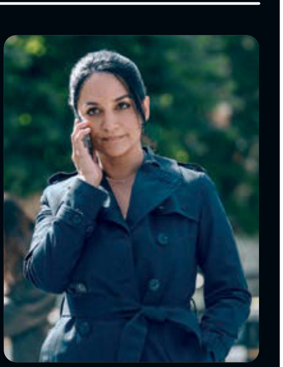
In a world where lying, cheating and backstabbing is the norm, bad actors are bending the rules for their own gain. If the slow horses want to change the script, they'll need to get their own act together before the final curtain.

Movies/Shows of the month



Title: They Cloned Tyrone
Actors: John Boyega, Teyonah Parris, and Jamie Foxx
Buy/Stream: Netflix
Certificate: TBC
Run Time: 122mins

One of the summer blockbusters on Netflix in July 2023 is the long-awaited They Cloned Tyrone, which will contain a mix of action, comedy, and science fiction. Here's the official promo tagline: "A series of eerie events thrusts an unlikely trio onto the trail of a nefarious government conspiracy in this pulpy mystery caper." The movie stars John Boyega, Teyonah Parris, and Jamie Foxx in the lead roles. It's directed by Juel Taylor, best known for his work on Space Jam: A New Legacy and Creed II.



Title: Hijack
Actors: Idris Elba and Archie Panjabi
Buy/Stream: Apple TV+
Certificate: TBC
Series/Episodes: 7 episodes

Hijack follows the journey of a hijacked plane as it makes its way to London over a seven-hour flight, and authorities on the ground scramble for answers.

Elba stars as Sam Nelson, an accomplished negotiator in the business world who needs to step up and use all his guile to try and save the lives of the passengers — though his high-risk strategy could be his undoing. Panjabi will play Zahra Gahfoor, a counterterrorism officer who is on the ground when the plane is hijacked and becomes part of the investigation.

RADIO STATION

BBC
Money Box
4

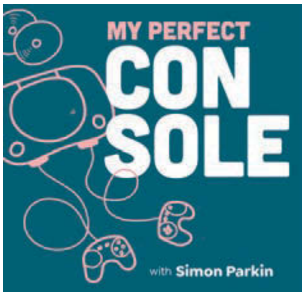
Show: Money Box
DJ/s: Paul Lewis
Station: BBC Radio 4
Where: DAB, BBC Sounds and Podcast
Time: Various times

Money Box is a weekly personal finance programme on BBC Radio 4. The programme is broadcast live each Saturday just after midday and repeated on Sunday at 9.00pm. The show began in 1977. The current presenter is Paul Lewis who has presented it since September 2000, having been a reporter on the programme in the early 1990s. The programme has also been hosted by Naga Munchetty. A related phone in programme Money Box Live answers listeners' calls and emails on one personal finance topics. Money Box Live is broadcast on Wednesdays just after 3.00pm.

PODCASTS

🟦 **Title:** The Rest is Politics
Speakers: Alastair Campbell and Rory Stewart
Episode length: approx. 40 mins
Stream/Download: Apple Podcasts

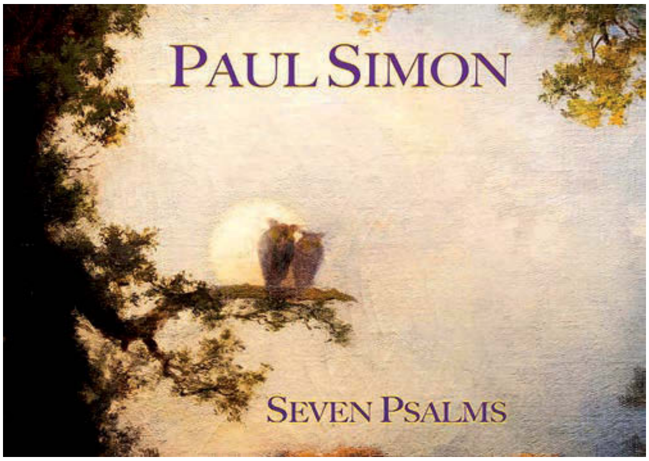
Two men who've been at the heart of the political world - former Downing Street Director of Communications and Strategy Alastair Campbell and cabinet minister Rory Stewart - join forces from across the political divide. The Rest Is Politics lifts the lid on the secrets of Westminster, offering an insider's view on politics at home and abroad, while bringing back the lost art of disagreeing agreeably. Campbell is a journalist, political strategist, and mental health activist, known for his work as comms chief for Tony Blair. A former member of the Labour Party, Campbell was expelled after having voted for the Liberal Democrats in the 2019 European elections. Stewart is a diplomat, author, soldier, and politician. He served as Conservative international development secretary and prisons minister under Theresa May. In 2019, after Boris Johnson was elected leader of the Conservatives, Stewart resigned from the cabinet.



🟦 **Title:** My Perfect Console
Speakers: Simon Parkin
Episode length: Around 1hour
Stream/Download: Apple/Acast

In My Perfect Console, Simon Parkin, contributing writer for the New Yorker and The Observer video game critic invites guests from the worlds of gaming, film and television, music, comedy and more to pick the five video games they would like to immortalise on their very own fictional games machine, and discuss what their choices mean to them. Time Out included this in the "50 best podcasts of 2023"

NEW MUSIC RELEASES



🟦 **Title:** Seven Psalms
Artist: Paul Simon
Genre: Easy Listening
Buy/Stream: Apple/Spotify

Seven Psalms is Paul Simon's fifteenth solo studio album by. Conceived as a seven-part piece meant to be listened to in its entirety, and is a completely acoustic performance. The album will be Simon's first since In the Blue Light (2018) and his first of new material since Stranger to Stranger (2016). Guests on the album include Wynton Marsalis and Simon's wife Edie Brickell. Simon has stated the idea for the album came to him in a dream, and that he would wake up between 3:00 and 5:30 A.M. two to three nights a week to write lyrics for the project. The main inspiration for the album was the Book of Psalms.

KJ
KILLING JOKE
• IN DUB •
REWIND (VOL II)

🟦 **Title:** In Dub Rewind Vol.2
Artist: Killing Joke
Genre: Heavy Rock/Dub
Buy/Stream: Apple/Spotify

This 10 track second volume features killer Dub versions and mixes of some of the band's most famous tracks. Crank these mixes up loud. Close your eyes and let the bass shake your bones. Let the rhythm make you beg for surrender. Alternatively load up your cans, close your eyes and turn on your inner third eye, for an incredible visual and psychedelic experience. Turn up the bass for a full on inner cosmic deep immersion into the primeval swamp of our DNA. Reset… buckle up and blast off!

GAMES

WARHAMMER
BOLTGUN

🟦 **Title:** Warhammer 40k: Boltgun
Platform: All platforms
Buy/Download: Platform stores.
Price: £17.99

Warhammer 40,000: Boltgun is a first-person shooter video game published by Focus Entertainment. Taking place on Forge World Graia years after the events of Warhammer 40,000. Boltgun is a single-player first-person shooter in which the player controls a Space Marine battling against Chaos Space Marines and Chaos daemons. Its gameplay and artistic style are heavily influence by first-person shooters from the 1990's such as Doom, but the developers have highlighted their inclusion of modern gaming features like the use of modern enemy behaviour AI.

TT
ISLE OF MAN
RIDE ON THE EDGE 3

🟦 **Title:** TT Isle Of Man: Ride on the Edge 3
Platform: All Platforms
Buy/Download: Gamestores
Price: £40

The Isle of Man Tourist Trophy is the most epic, most dangerous, and most spectacular race in the world. It is a course of over 60km on the roads of the Isle of Man, includes 264 bends, and requires high-powered bikes specially prepared for the race. The riders who compete in it train their whole lives for the chance to win the ultimate accolade: being crowned champion of the Isle of Man TT.

The game includes all the official content of the latest TT (riders, bikes, teams, course) for a unique and true-to-life experience. You are plunged into the middle of the TT as if you were there. And you will feel all the passion and tension this race generates. You can ride on 32 different circuits and over 200km of roads. Many professional riders even use the game to train and learn the circuit.

SOCIALS

facebook
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Uk Truck Drivers
Keep The UK Moving
Join Group

UK Truck Drivers Association
Public group · 19.9K members

🟦 **Name:** UK Truck Drivers Association
Platform: Facebook
Followers: 20k members

An active Facebook group to discuss all things Trucking and Driving and to keep updated with traffic alerts across the country.

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LUNCH BOXES

We all have to eat, but keeping your food edible can be tricky!

By Simon Hastelow

PHOTOGRAPHY VARIOUS

HAMMERED STAINLESS STEEL, TWO TIER, TIFFIN TIN LUNCH BOX

Pretty Tiffin

www.PrettyTiffin.co.uk

£27.99

A traditional Indian-style tiffin tin with a modern design. The hammered matt steel lunch box has two compartments to separate food easily making it a very durable and practical solution for carrying your lunch.

The same company also provides traditional square ‘Bento’ style lunchboxes with two compartments to keep dinner and pudding separate, or just keep sandwiches apart from your snacks.

YETI LOADOUT GOBOX 15

uk.yeti.com

£125

OK, so this isn’t really designed as a lunchbox but we just love YETI kit and this is about the smallest carryable hardcase they have with separate sections and shoulder strap. It could easily double up as a tool chest in the bottom with sarnies in the top or vice-versa. Like all YETI hardcases they are virtually indestructible and could be used as a seat or step with no worries about damage.

travelisimo

TRAVELISIMO ELECTRIC LUNCH BOX

www.amazon.co.uk

£25

Similar to the AUTOPkio lunchbox (below) but slightly smaller. This one only runs off 12v and 230v power, not 24v but it does have a 60W heating unit so it will warm up your food in 20 minutes or so.. It measures 26cm x 17cm x 10 cm with a total capacity of just over one litre. It all strips down quite neatly to make cleaning easier.

ELECTRIC HEATING LUNCH BOX

www.amazon.co.uk

£25

The AUTOPkio Electric Heating Lunch Box can be powered by 12v, 24v or 220v (two power leads are supplied). It is designed to be a thermal food heater and warmer with two removeable stainless steel containers (1.5litre and 0.4 litres capacity) to make it easier to clean after use. With a 40W heating element, it takes roughly 30 minutes to heat food from room temperature, slightly longer from chilled, but can also keep food warm once it has been heated. The overall size is 23.8x11x17cm

HSHRISH INSULATED LUNCH BAG

www.amazon.co.uk

£27

This is a very large Insulated lunch bag, with a double layer insulated and water proof and leak proof main section, separate upper section, front pocket, side mesh pockets, heavy duty strap plus webbing on the rear to attach carabiners. The overall construction is as durable and bombproof as it can get. The material used is 900D high density water and stain resistant Oxford cloth. It measures 30cm high, 29cm wide and 20cm deep with an overall capacity of 16 litres! The bottom compartment alone can easily hold 24 standard 330ml drinks cans. Perfect for those with a big appetite or an overnight trip away.

VOLKSWAGEN CAMPER COOLER PICNIC BAG

Boho Beth

www.bohobeth.com

£24.95

This Volkswagen T1 retro camper picnic cooler bag is the perfect accessory for the summer.

A unique picnic bag in the shape of the classic VW vintage T1 camper in retro red and white. This bag is made of high-quality materials and its large enough to hold all of your picnic essentials, and includes a shoulder strap for easy carrying.

Whether you're taking a trip to the beach or heading to the park for a family outing, this bag will ensure your food stays cool and fresh.

PERSONALISED 'NOT YOURS!' BENTO BOX WITH CUTLERY

Yellow Octopus

www.YellowOctopus.com.au

£18 (+shipping)

The bento box comes with 2 stacking compartments with cutlery and a bamboo board. Each element fits snugly together – so you can add crispy chicken in one compartment and fill another with noodles without compromising any freshness. This set also features a quirky '<your name>'s Lunch Special' design - giving you the chance to personalise with your name or loved one's name. The strap plays a part in a cheeky design.

Dimensions: 18cm x 10.5cm x 9.2cm.

Assorted colours. Personalisation: Max. 9 characters including spaces.

YOUR NAME
EST. 1995
TRUCKING LLC
YOUR CITY, YOUR STATE

PERSONALISED TRUCKER METAL LUNCH BOX

www.zazzle.co.uk

£30

Durable metal lunch box is perfect for those who like the classic style of lunch box. Zazzle can customise the front and back with images, text and different designs to suit every trucker's style. There are at least six different Trucking themed lunchboxes to choose from. Dimensions: 17cm x 22cm x 10cm, food safe interior material and a choice of 6 base colours.

TRUCKERS LUNCH BOX

SchluesselzumGlueck (Etsy.co.uk)

£32

This stainless steel lunchbox comes with a bamboo lid which the maker can personalise with laser etching to whatever design you choose. The back of the lid can be used as a cutting board and the lunchbox can also be supplied with an internal divider made from the same bamboo. Sized at 185mm x 54mm x 110mm this is more of a 'snack' box than full lunchbox but as it can be fully customised it would make a great gift for that special trucker in your life.

YETI HOPPER FLIP 8/12/18

uk.yeti.com

from £200

The YETI Hopper Flip is the most durable cooler bag you are ever likely to need. This would serve you perfectly well on a day long trip as it would a week long camping holiday. It has serious cooler capabilities and will keep your scran cold or warm for hours at a time. Available in 8litres, 12 litres and 18 litres they are not cheep at £200, £250 and £300 respectively. The exterior webbing straps are useful for attaching tools and carabiners while the overall material construction is very hard wearing.

TRUCKFEST WEST MIDLANDS

July 01-02 2023

www.truckfest.co.uk

Static displays, American trucks, Monster trucks, Motorcycle stunt show, stands and the Monster Slingshot Ride at Three Counties Showground, Malvern

June 18 2023
MONSTER TRUCKS
www.thorntonhallfarm.co.uk
Thornton Hall Country Park, Skipton
For one day only Monster Trucks are back at Thornton Hall Country Park!
Fathers Day – Sunday 18th June

June 28-30 2023
ROAD TRANSPORT EXPO
Billed as the one-stop industry event that's all about the truck and everything related to it. Held at Stoneleigh Agricultural Showground, Warwickshire.

July 01-02 2023
TRUCKFEST WEST MIDLANDS
www.truckfest.co.uk
Static displays, American trucks, Monster trucks, Motorcycle stunt show, stands and the Monster Slingshot Ride at Three Counties Showground, Malvern

July 8-9 2023
BRITISH TRUCK RACING CHAMPIONSHIP
Round 3 - Thruxton
www.barc.net

July 14-16 2023
TRUCK CRUISE WEEKENDER
www.truckcruiseweekender.co.uk
Static truck show, vehicle convoy and great live music taking place at the Hertfordshire Showground.

July 15 2023
MONSTER JAM
www.monsterjam.com
London Stadium
Monster Jam is the most action-packed motorsports event on four wheels. You will witness world-class driver athletes and the most recognizable trucks tear up the dirt and compete in intense competitions of speed and skill.

July 29-30 2023
THE TRUCK SHOW CORNWALL
www.cornwalltruckgathering.co.uk
Come and see the cream of the crop of Cornish commercials at the Stithians Showground, Truro, Cornwall.

August 05-06 2023
TRUKFEST SCOTLAND
www.truckfest.co.uk
A Special Guest appearance from Scott Dewey off Ice Road Truckers. Static displays, American trucks, Monster trucks and stands at Royal Highland Centre, Ingliston, Edinburgh

August 12-13 2023
BRITISH TRUCK RACING CHAMPIONSHIP
Round 4 - Donington Park
www.barc.net

August 19-20 2023
TRUCKFEST SOUTH EAST
www.truckfest.co.uk
Static displays, American trucks, Monster trucks, stands and the Monster Slingshot Ride at South of England Showground, West Sussex

August 25-28 2023
THE TRUCK SHOW AT BARNARD CASTLE
Streatlam Farm, Barnard Castle
Aiming for over 700 Trucks on show. Trade stands, food vendors, on site bar and a fun family atmosphere

August 26-27 2023
TRUCKER TIM TRUCK SHOW
Sturgate Airfield, Gainsborough
A new show organised by Social Media start Trucker Tim.

August 26 2023
SUPERTRUCK SCOTLAND
www.knockhill.com
Knockhill Racing Circuit Ltd, Dunfermline, Fife
Knockhill is hosting its first truck event in over 15 years. This live action family driven show with feature 100s of custom, working, vintage and show trucks as well as track entertainment that will excite all ages.

August 26 2023
TANKS, TRUCKS AND FIREPOWER
www.tanks-trucks-and-firepower.co.uk
Situated just 1 mile from Dunchurch Village Center on the A426 in Warwickshire and 5 miles from Rugby. Easy access off the A45 and M45.

September 02-03 2023
TRUCKFEST SOUTH WEST
www.truckfest.co.uk
A Special Guest appearance from Scott Dewey off Ice Road Truckers. Static displays, American trucks, Monster trucks and stands at Bath & West Showground, Shepton Mallet

September 09-10 2023
RETRO TRUCK SHOW
www.britishmotormuseum.co.uk
See hundreds of trucks from 1972 to 2000. Tickets include entry to the museum. At the British Motor Museum, Gaydon, Warwickshire

September 16-17 2023
TRUCKFEST NORTH WEST
www.truckfest.co.uk
Static displays, American trucks, Monster trucks, stands and the Monster Slingshot Ride at Cheshire Showground, Knutsford

September 16-17 2023
BRITISH TRUCK RACING CHAMPIONSHIP
Round 5 - Snetterton 300
www.barc.net

September 20
PROFESSIONAL RECOVERY TOW SHOW
www.recoverytowshow.co.uk
Telford International Centre
The largest trade show of its kind in the UK dedicated to the vehicle recovery industry.
A 2-day trade show, industry business seminar and outdoor demonstration arena.

September 23-24 2023
SWEDEFEST TRUCK SHOW
www.stonhambarns.co.uk
Two-day show celebrating the best Scanias and Volvos Stonham Barns Park, Stonham Aspal, Suffolk.

September 30-October 01 2023
TRUCKFEST ORIGINAL
www.truckfest.co.uk
Static displays, American trucks, Monster trucks, stands and the Monster Slingshot Ride at Newark Showground, Newark

October 7-8 2023
BRITISH TRUCK RACING CHAMPIONSHIP
Round 6 - embrey
www.barc.net

November 4/-5 2023
BRITISH TRUCK RACING CHAMPIONSHIP
Round 7 - Brands Hatch
www.barc.net

TRUCK CRUISE WEEKENDER

July 14-16 2023

www.truckcruiseweekender.co.uk
A full weekend of live music and activities for all the family. Start the weekend with a truck convoy from South Mimms Services to Cobham then the rest of the weekend includes a static truck show, stalls, stands, displays, fun fair, children's area with the only full size inflatable truck in the UK, face painting and food halls at the Hertfordshire Showground.

We recommend you check events are still going ahead before setting out.

Holding a trucking event? Send us the details and we'll try to include it.
Send information to **trucking.ed@kelsey.co.uk**

YOU & THE LAW

Got a legal query you need clearing up? Our resident legal expert is on hand to offer free professional help and advice

By David Glover

PHOTOGRAPHY VARIOUS

Question 1

Q *What are the rules for domestic driving in England?*

Answer 1

A The GB (Great Britain) domestic drivers' hours rules apply to most passenger-carrying vehicles and goods vehicles that do not have to follow the EU or AETR rules.

GB domestic rules apply in England, Wales and Scotland. There are separate rules in Northern Ireland.

If you drive a goods vehicle, there are rules you need to follow on duty time, daily driving limits and daily duty limits. These are as follows: If you work as a driver for a company, duty time is any working time. If you are self-employed, duty time is only time you spend driving the vehicle or doing other work related to the vehicle or its load.

The daily driving limit is you must not drive for more than 10 hours in a day: on a public road; off-road if not during duty time.

Off-road driving counts as duty time if it is for: agriculture; quarrying; forestry; building work; civil engineering.

Daily duty limit

You must not be on duty for more than 11 hours in any working day. This limit does not apply on any working day when you do not drive.

You must record your hours on a weekly record sheet or on a tachograph.

Some vehicles are exempt from the duty limit.

You are exempt from the daily duty limit if your vehicle weighs less than 3.5 tonnes and you are using your vehicle: as a doctor, dentist, nurse, midwife or vet; for inspection, cleaning or maintenance work; as commercial travellers when carrying goods (other than personal effects) only for the purpose of soliciting orders; while working for the AA, RAC or RSAC; for cinematography or radio and television broadcasting.

You do not need to follow the GB domestic rules if you: are dealing with an emergency - for example, a major disruption to public services or danger to life (this only applies while you're dealing with the emergency); are using the vehicle for private driving and not for work; drive off-road or on private roads during duty time; drive a vehicle used by the armed forces, police or fire brigade.

This is just an overview of the rules there is guidance from the Department for Transport online.

Question 2

Q *What happens at a DVSA roadside check?*

Answer 2

A Checks on your vehicle can occur at any point. As a commercial driver, you might be asked to stop by the police or a Driver and Vehicle Standards Agency (DVSA) examiner. They can stop vans, lorries, buses and coaches. The police and DVSA have the power to carry out spot checks on your vehicle and issue prohibitions if necessary. A prohibition prevents you from driving until you get a problem with your vehicle fixed. Police and DVSA examiners can also issue a fine if you commit an offence. Some fines may vary depending on the circumstances and seriousness of the offence. It is your responsibility to make sure your vehicle is roadworthy.

Some drivers are unsure how to recognise a DVSA examiner. DVSA examiners wear yellow visibility jackets with the DVSA logo, and they'll always carry a DVSA warrant card. Their vehicles are marked with a black and yellow print on the side and a DVSA logo on the bonnet.

What happens when you are stopped is that the checks will be carried out either at the roadside or at dedicated testing sites. The checks are used to keep unsafe vehicles off the road.

The examiner checks that the vehicle is not breaking any rules and regulations. This includes: checking authorised load weights and type of load permitted; checking vehicles for roadworthiness and mechanical faults; looking at your tachograph records; making sure you have a valid vocational driving licence. The vehicle you drive could be impounded if your operator does not have a valid licence.

Foreign-registered vehicles are subject to the same rules as vehicles registered in the UK. If you are carrying a high-value load you can keep your engine running, doors locked and windows closed until you're sure you've been stopped by a genuine police officer or Driver and Vehicle Standards Agency (DVSA) examiner.

If you do not stop when

asked to by a uniformed DVSA examiner or police officer that is an offence. The incident will be officially recorded. DVSA or the police will interview you later on. You may then face court action or be reported to the Traffic Commissioner, who may remove or suspend your operator's licence.

Question 3

Q *I have just started working in a tipper wagon. I recall you looking at tipping operations before. Is there any information you can give me please?*

Answer 3

A This is a topic which crops up regularly. The Health and Safety Executive give guidance on this topic which should read in conjunction with the other publications on load security and safety.

Things to consider are as follows:

Do visiting drivers report to the site manager for any relevant instructions prior to commencing tipping operations?

Drivers should be given full details of the load and delivery conditions, including how they can get there safely.

Drivers visiting a site should have to report to the site operator for any relevant instructions.

When tipping is being arranged, both the haulier and the person receiving the load should exchange written information about the load, safe tipping, the characteristics of the site, a safe route to the site, and safe ways of working. The driver and workers at the receiving site should be made aware of this information as well, and before the delivery begins.

Are non-essential personnel excluded from tipping areas?

You can remove the risks to people who do not need to be in the tipping area by making sure that they are kept completely clear.

Making sure that everyone is aware tipping is about to happen and only those people involved in the tipping are in the immediate area.

Are tipping operations undertaken on ground that is level and stable, and a location free from overhead hazards such as power lines, pipework, etc?

Where sites are not level and stable, are the tipping faces safe for vehicles involved in tipping operations, eg compacted and no side slopes? At sites where level and stable tipping places cannot always be guaranteed you will need to make sure that tipping faces are suitable and safe (for example, by making sure that the faces are will compacted, and that there are no significant side slopes.

For tipping over unsupported embankments or faces. The wheel stop will need to be far enough from the edge to make sure the weight of the vehicle does not make the ground collapse.

Are suitably sized wheel-stops provided where vehicles need to reverse prior to tipping?

Where possible, and particularly where reversing needs to happen, wheel stops that are large enough to let the driver know to stop should be used, to help position vehicles correctly.

Are drivers clear about when tailgates should be released or removed?

The tailgate should be released before tipping and removed if necessary.

Do drivers check that their loads are evenly distributed across the vehicle prior to commencing tipping operations?

Before tipping starts, the driver may need to check that the load is evenly distributed across the vehicle. This is particularly important where: the load might have slipped sideways or too far forwards, risking overloading the tipping gear; the load shifting sideways or backwards could make the vehicle topple over; or there is a risk of the load 'freezing' down one side as a result of movement or settling. If this happens, that side could cause an imbalance and cause the vehicle to topple. Care needs to be taken that the load is released evenly.

Are the drivers sufficiently experienced to anticipate loads sticking?

Drivers should be trained in safe tipping, and should understand the limits of what their vehicle can do safely.

Drivers should receive training and instruction in how to anticipate loads sticking or 'freezing' in the body.

Do drivers always ensure that the body is completely empty, and drive no more than a few metres forward to ensure the load is clear?

After releasing the load the driver should always make sure that the body is completely empty.

The driver should not drive more than a few metres forward to make sure the load is clear, and should only do this after checking that the load is at the bottom of the tipped body. If the driver has to leave the cab to do this, they should fully apply the brakes, turn off the engine and (if possible) remove the keys. Again, the vehicle will always need to be given a wide berth.

Is there a system of maintenance in place for the tipper and the tipping mechanism? By law, every employer must make sure that work equipment is maintained in an efficient state, in efficient working order and in good repair.

Each vehicle you purchase or hire should come with a handbook giving manufacturer's guide on regular maintenance.

Poorly maintained tipping vehicles and under-trained operators are common causes of accidents during tipping, for example, overturns usually have the potential to kill people and can be the result of a number of different problems.

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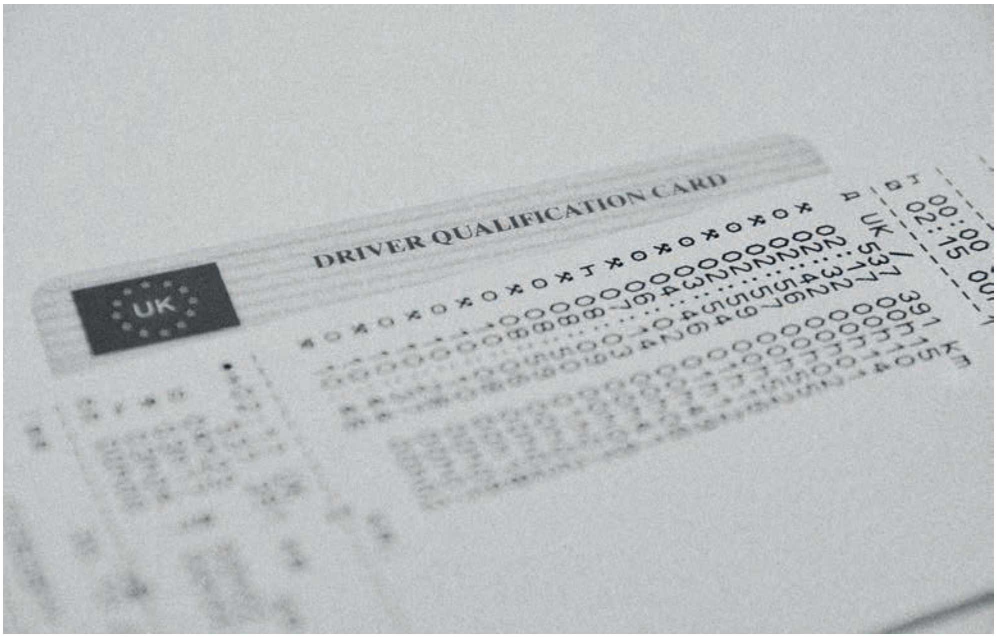
COURT & INQUIRY

News straight from the courtrooms of the haulage industry's latest legal cases

By Michael Jewell

PHOTOGRAPHY VARIOUS



FAULTY DRIVER CARD USAGE LEADS TO SEVEN DAY SUSPENSION

Faulty driver cards have led to the national licence for two vehicles and two trailers held by Basildon based Neo Logistics Ltd being suspended for seven days by Deputy Traffic Commissioner John Baker. He accepted an undertaking that there would be an independent audit in October, with a warning that there would be a further public inquiry if it was unsatisfactory.

The Deputy Commissioner was told that last October a vehicle was stopped when being driven by Stephen Nwaeze. Enquiries revealed that the tachograph card being used was in the name of Director Callistus Okoli. A follow up investigation was conducted and the Traffic Examiner identified several occasions when it appeared tachograph cards had been swopped between Mr Nwaeze and Mr Okoli and vice versa. In addition, there were gaps in the information that was provided to him. The role being taken by the designated transport manager, Director Ezinma Umerah-Brown, was uncertain and documentation provided to evidence infringement analysis and drivers' work schedules appeared to have been created for the purposes of the investigation and not as part of day-to-day activity.

In interview Mr Okoli claimed that the occasions identified by the Traffic Examiner when "card swops" had taken place at a point distant from the operating centre had related to him taking over driving the relevant vehicle from Mr Nwaeze at that point. He denied allowing Mr Nwaeze to use his card but accepted that he had not kept any record of the time it had taken him to drive to the point where he would take over driving or show that activity as other work.

When interviewed Mr Nwaeze said that the incident on the 27 October 2021 had been an error on his part believing that it was his card in the tachograph unit. He explained the other instances in the same way as Mr Okoli namely that the changes had been as a result of change of drivers at a place remote from the operating centre and not evidence of him using two cards.

Mr Okoli and Mr Nwaeze gave evidence and said that the incident on the 10 October 2021 had been a result a Mr Okoli leaving his card in the tachograph unit by mistake and Mr Nwaeze not realising that it was that card that was in the machine when he was driving.

Ms Umerah-Brown said that she had been aware of the arrangements in place to swop drivers on route but not the details. The practice had ceased since the investigation and there were now more drivers and more local work being done. After the visit of the Traffic Examiner they had engaged the services of transport consultants and they had assisted in compiling a compliance folder. She accepted that driving infringements had not been dealt with properly in the past and that systems had not been as effective as they should have been. She said that she now spent 10 hours per week on her transport manager duties and she believed improvements had been made. She produced documents showing that infringements were now being dealt with properly.

A report update from the transport consultants was produced which stated that the original compliance folder had been supplied in late 2021 and a follow up audit conducted in April 2022. The latest visit in April 2023 showed that better and more frequent use of the compliance folder was required and the necessary spot checks on driver daily walk round checks had had not been carried out since August 2022. Some follow up on PMI issues had occurred but in general terms the "operator could have done more"

The Deputy Commissioner said that he remained highly suspicious as to the reasons for the card swops but on balance he did not believe that the evidence was sufficient for him to be satisfied that the standard of proof on the balance of probabilities was made out. However, it was nevertheless accepted that on the 10 October 2021 Mr Okoli left his card in the tachograph unit and Mr Nwaeze drove without putting his card in. It also meant that on the three dates when Mr Okoli took over the driving, he failed to record his journey or the work he had undertaken previously. Neither was there any evidence that Mr Nwaeze made any record of his journeys to and from the relevant vehicle. As a consequence, he suspended both drivers' vocational driving entitlements for a period of 28 days.

Suspending the O-licence, the Deputy Commissioner said that on the negative side were the incidents in 2021 and the deficiencies in the systems identified by the Traffic Examiner in particular The Traffic Examiner's conclusion that the infringement reports and work schedule had been created as a result of his investigation rather than on an ongoing basis beforehand. It was a positive that the operator contacted the transport consultants in late 2021 and began introducing systems to improve but that was balanced with the most recent visit where the consultants found that aspects of the systems had not been continued.

Mr Okoli told him that the hearing had been “a wake-up call” and he and the transport manager promised that the necessary improvements would be made and maintained. He had therefore decided that they could be given a chance to show that that was true but the decision was a finely balanced one. He had only just stepped back from revocation of the licence. It was highly unlikely that further chances would be given. The repute of the company and its directors was tarnished.

The repute of Ms Umerah-Brown as transport manager was severely tarnished. She should have taken the lead in ensuring compliance was established and maintained and she had failed to do so. Moving forward she would need to improve her performance significantly.

FIVE AND 10 YEAR BANS FORCOMPANY AND DIRECTORS

Maintenance problems and drivers hours offences have led to the revocation of the national licence for five vehicles and five trailers held by Felixstowe based MGFL Haulage Ltd by Traffic Commissioner Richard Turfitt. In addition the Commissioner disqualified the company and Director and Transport Manager Graham Day from holding or obtaining an O-licence for 10 years and Director John Flett for five years. He disqualified Mr Day from acting as a Transport Manager indefinitely and he suspended the vocational driving licence held by Mr Day’s son Michael for an indefinite period. .

The company appeared at a previous public inquiry in December 2019 following an unsatisfactory maintenance investigation. It was found then that Mr Day had received no refresher training since 2005. The Deputy Traffic Commissioner who considered the matter curtailed the licence to three vehicles and seven trailers for a period of six months. The repute of the transport manager, Graham Day, was said to be tarnished. A Period of Grace was granted to 16 March 2020 to show the required financial standing.

The Commissioner said that a further public inquiry was called at the request of the company following notice that he was considering grounds to intervene in respect of the licence. Graham Day’s role was called separately to consider his repute as Transport Manager. The company was directed to lodge evidence in support by 6 March 2023, including financial, maintenance and other compliance documentation. No evidence was received by that date. On 3 March 2023 his office received an email from Driver Michael Day who indicating that he would not attend the Driver Conduct Hearing. His office received a further email from Graham Day, who stated he would not be attending and that he no longer wished to act as a Transport Manager.

> “Only one set of Preventative Maintenance Inspection records were provided and then only six for 15 month period.”

DVSA commenced a maintenance investigation on 11 August 2022. The Vehicle Examiner reported that the Operating Centre was not being used. The general manager at the site stated that the company no longer had permission to use it. He was initially unable to make contact with the company by telephone, or visits to Operating Centre or home. He found that maintenance records were missing, inspection intervals were not being managed, with no evidence of a defect and recall system or any Vehicle Off-road system.

Only one set of Preventative Maintenance Inspection records were provided and then only six for a 15 month period. One vehicle was absent. It was said to be in the workshop, in preparation for its annual test, but it had already been presented for test on 29 July 2022. The stated maintenance contractors were no longer used, and two of the three were no longer in business. The company had engaged a mobile mechanic with no under vehicle inspection pit or hoist. Roller brake testing and headlamp aim testing equipment were not available. There was no evidence of drivers being trained on load security. Only a small number of driver defect reports were produced, the trailer details were not recorded and there was only limited evidence of rectification.

It was found that assurances which had been provided to the Deputy Commissioner at the last Public Inquiry were not discharged with evidence of repeated shortcomings, including incomplete maintenance records, some of which had been destroyed, There was a lack of recorded brake testing and weaknesses in driver defect reporting. Concern was expressed at the ability of the Transport Manager to exercise effective management.

Mr Day responded on 21 August 2022 with reference made to the production of a starter pack for new drivers. He suggested that systems had been implemented for forward planning, recalls, recording Vehicles Off-road, tyre and wheel management, but there was no detail and no supporting evidence. The company failed to address the issue of the Operating Centre, the change in maintenance contractor had still not been notified, records were still to be produced and there was no suggestion of meaningful brake performance testing.

DVSA commenced an investigation into alleged tachograph offences arising from discrepancies identified between the Preventative Maintenance Inspection records and the odometer readings, which suggested that vehicles were being driven at the same time as the inspections were being conducted. The Traffic Examiner identified four incidents which required further investigation, when it was noted that the driver card of Graham Day was removed and a driver card for Michael Day was inserted. Investigation showed that four offences of falsifying records had been committed. The Traffic Examiner also identified three instances where the driver had exceeded the daily driving limit, two instances of insufficient daily rest and three instances of exceeding the 4.5 hour driving limit without a required break.

Mr Day admitted to making what he described as the odd mistake when running over time. He suggested this might occur when he could not find anywhere to stop. He stated that drivers’ cards were downloaded every 28 to 30 days, but only recorded infringements if they were “really serious”. Mr Day stated that his son, Michael took over the vehicle on the four occasions. Michael Day would drive to the vehicle, take over the driving and Graham Day would drive his son’s car back to the yard. That arrangement ceased when it was noticed that Michael Day’s Driver CPC had expired. In total these instances amounted to 14 offences by Mr Day committed mainly through the active assistance of his son.

In making the disqualification orders, the Commissioner said that it was clear in this case that the Directors, one of who was the Transport Manager, had fallen far below the standard expected of them. Their fitness was an essential element in determining the repute of the operator. For obvious reasons he had little to believe that the operator was capable of ensuring future compliance and deliberate decisions involving the controlling mind led him to the conclusion that the operator should be removed from the industry. This was a serious case, and it was not the first Public Inquiry. He had given limited credit to the operator’s realisation, which came, albeit late in the day.

ADR ADVICE

Your dangerous goods queries answered

By Keith Antrobus

PHOTOGRAPHY VARIOUS

Question:

Three weeks ago, I sat on an ADR course, however, I wasn't there to do ADR. I know this sounds a bit strange. I work for a courier company, and we carry small quantities of dangerous goods, these are not big enough for us to fall under the requirements for needing an ADR. One of the clients has told us that although we don't need ADR, we do need dangerous goods awareness training.

My employer decided to kill two birds with one stone and put the drivers on the ADR course, so that we got the awareness training, and we also got some hours towards our Driver CPC.

Towards the end of the course, I asked the teacher if I could take the ADR exams, I would be paying for these myself. The teacher told me that I couldn't this time, but if I still wanted to, I would need to sit through the course again to do so.

I contacted another training provider, who I believe is one of your NLTC members, and was told the same thing. I am struggling to understand why I would need to sit through the teaching again to take the exams, as I have already sat through it once.

Answer:

It is relatively common for drivers to attend parts of the ADR course for Driver CPC and dangerous goods awareness training. When this happens though, drivers attending in this way are not added to the ADR register and, therefore, not uploaded as candidates for the ADR course. In this case, you would have only been uploaded as a candidate for the Driver CPC and for the dangerous goods awareness.

The result of this is that there is no record of your attendance for the training prior to the ADR examinations. In order to attempt the examinations you are required to undertake the training. Your training provider is obliged to enrol all of the candidates undertaking the training, in readiness for the exams, at the latest, by the end of the first day. If you had of asked the training provider if you could take the exams during the first day, they may have been able to enrol you as a candidate for the ADR course, and you could have then taken the exams.

Just a word of caution though. Training providers are aware that some employers will take a very dim view of sending, and paying, for their drivers to be trained, only for the training provider to increase the level of training so that the employee, whom they have paid for, is up skilled and leaves their employ for a better job. I am aware of several training providers who have lost clients as a result of those clients sending their drivers to them to do Core, Packages and Classes; then similar to your offer to the training provider, the driver offers to take and pay for the Tanks module. The driver then leave the employment of the company who paid for their ADR and becomes a tanker driver. For this reason, many training providers would not accept your offer.

Question:

How many cylinders of gas can be carried on a vehicle before the driver needs an ADR? I have always been under the impression that we could carry 7 cylinders, if we loaded any more than that, we come under the ADR regulations.

We now have a new transport manager, who is nearly 30 years old and yet according to his own work history, has so much experience that he was probably involved in delivering the wood for Noah to build the Ark. This, font of knowledge, has now told us that we can carry up to 1,000 kg of gas on the vehicles. This would be over 20 cylinders, which does not seem correct to me. Can you let me know if 'The Oracle' is correct please?

Answer:

It seems like you are getting on very well with the new boss. Reading between the lines here, I think that there may be some misunderstandings. You are referring to not requiring an ADR Driver Training Certificate due to being under the transport category threshold limits. These are different for different types of gases.

As an example, normally, Toxic Gas has a threshold limit of 20, Flammable gas has a threshold limit of 333 and Non-Flammable Non-Toxic gas has a threshold of 1,000.

I am assuming that as you have mentioned 7 cylinders, that these are 47kg Propane cylinders, which as a flammable gas can be carried under the transport category 2 threshold limit of 333, as 7 x 47 = 329.

The limit of 1,000 kg (Unfortunately we don't have the room in this page to explain whether this should be kilograms or litres, so we will assume it is kilograms) is relevant to Non-Flammable Non-Toxic Gas. I know that one shouldn't assume, but I have assumed, that 'The Oracle' is referring to the limit for this type of gas, rather than for flammable gas.

Just a point; but it doesn't state 7 cylinders. It refers to the amount of gas being carried.

SEND US YOUR QUESTIONS

Please contact Altrain ADR with your dangerous goods questions by sending your query by email to: info@altrainadr.co.uk

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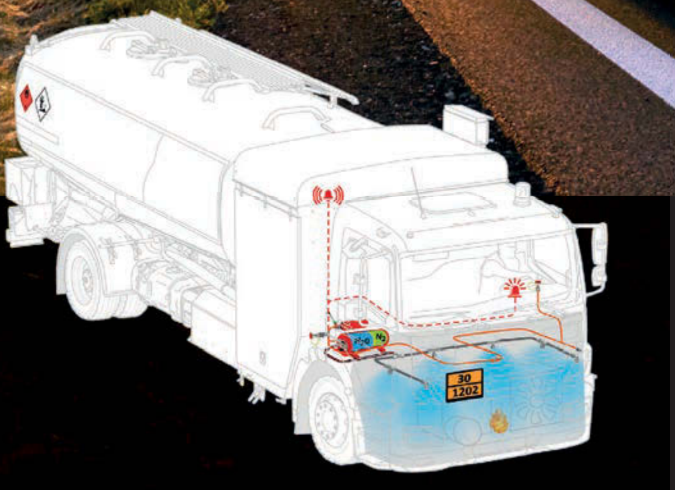

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For Return Loads turn to page 78

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For Insurance turn to page 79

For Trader turn to page 80

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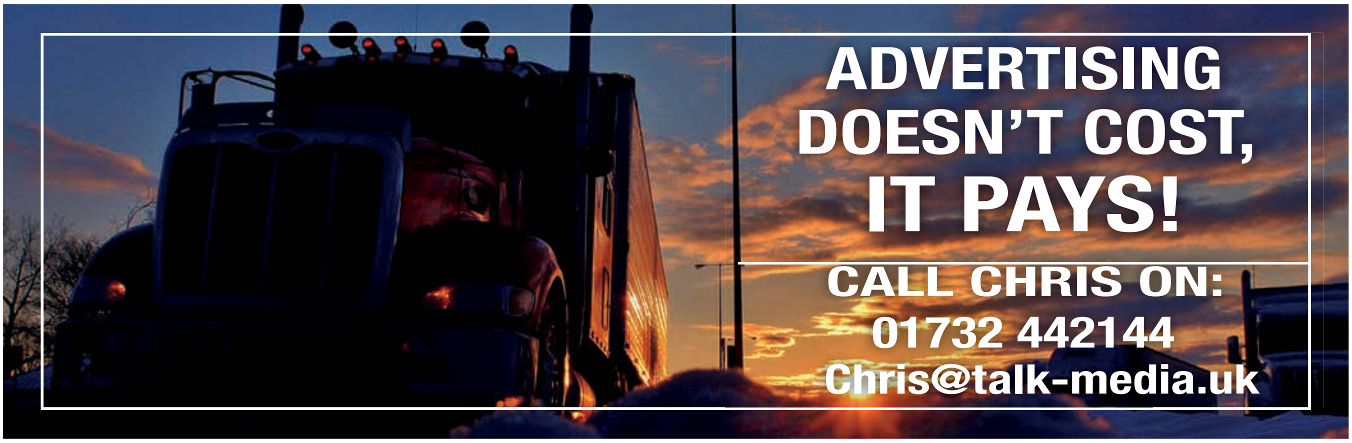

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EURO 6
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LT19EFO

320bhp, 18t, Automatic, 4x2, Space Cab, 22ft Flatbed Body, Beacons, Single Bed, Air Con, Reversing Camera, Toolbox, Fitted with Palfinger PK 19.001 SLD with Radio Remote

2019 SCANIA P410 XT TIPPER GRAB

EURO 6
SN69XKS

410bhp, Manual, 32t, 8x4 Double Drive, Air Con, Cab Sunvisor with LEDs, Beacons, Chapter 8 Markings, Towbar & Pin, Thompson Loadmaster Steel Body, Palfinger Epsilon M125L Crane, Kinshofer Grab.

VOLVO FH16 750 TRIDEM TIPPER

EURO 6
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CD17SOV

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2023 DAF LF 230 SKIP LOADER / PK 8501

EURO 6
PALFINGER GEAR
L510165

230bhp, 12t, Day Cab, Auto, 4x2, Air Con, Radio, Rear Window in Cab, Reverse Camera, FORS GOLD, Front Strobes, Jimica Hookloader Body with Palfinger PK 8501-K High Performance Crane.

2018 MAN TGS35.400 TIPPER

EURO 6
KELBERG BODY
WX18VXC

400bhp, 32t, Manual, 8x4 Double Drive, Cab Sunvisor, Rear Window in Cab, On Board Weighing System, Front Strobes, Rear Strobes, Kelberg Tipping Body, Easy Sheet System, Manual Tailgate.

2017 MAN 35.400 TIPPER GRAB

EURO 6
SN17OYG

400bhp, 32t, Day Cab, 8x4 Double Drive, Beacons, Cab Sunvisor, Toolbox, Double Hub Reduction, Thompson Tipper Body, Palfinger Epsilon M125L Crane, Easy Sheet.

2020 DAF LF290 SKIP LOADER

EURO 6
HYVA GEAR
LT20BPV

290bhp, 18t, Manual, Day Cab, 3750mm Wheelbase, 3 Seats in Cab, Aircon, Beacons, Cab Sunvisor, Rear Window in Cab, Reverse Beeper, Fitted with Hyva Gear with Sheeting System.

2019 DAF LF 290 SKIP LOADER

EURO 6
HYVA GEAR
LT19EFZ

290bhp, 18t, Manual, Day Cab, 3750m Wheelbase, Rear Window in Cab, Beacons, 3 Seats in Cab, Air Con, Hyva Gear with Sheeting System, Protective Light Grills.

2020 MAN TGM 18.250 SKIP LOADER

EURO 6
MULTILIFT FUTURA GEAR
SN20YEK

250bhp, 18t, Auto, 4x2, 3900mm Wheelbase, Day Cab, Air Con, 2 Seats in Cab, Beacons, Rear Window in Cab, Rear Light Guards, Multilift Futura Gear, Easy Sheet System.

2018 DAF LF 260 SKIP LOADER

EURO 6
BOUGHTON GEAR
BL18PWL

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CULTURAL DRIVING DIFFERENCES

By Bill Dean

It was inevitable that the roll out of Smart Motorways would be halted. The media had built up a head of steam over their safety. They were a vote loser. Yet in traffic engineering terms they make sense. With urban land prices soaring and traffic increasing converting a motorway to all lane running at pinch points improves flow by 25%. No voters' houses would be knocked down and it's a much faster and cheaper construction than building another lane.

The sticking point is the loss of hard shoulders. But why? After all dual carriageways and trunk roads don't have them and drivers cope. The obvious initial faults such as refuges being too far apart and the inadequate stationary vehicle detection systems can be radically upgraded. As the first self-driving vehicles, Ford's BlueCruise equipped Mustang-E, enter our motorways it is frightening to realise that the IT experts approving them as safe, also decided that only after a vehicle had been stopped for 12 seconds would the radar detection inform Smart motorway control. Twelve seconds at 70 mph is a quarter of a mile. Traffic separated by that distance is not a busy motorway it's a country lane.

> “So because Brummie motorists had 50 years of using that motorway successfully, when the M42 became “Smart” in 2006 they hardly noticed..”

The public and the Daily Mail have spoken so they are doomed in the UK. Yet across Europe Smart motorways are being rolled out without any problems or driver pushback. The difference is down to the driving culture. What road planners ignored how drivers have learnt to drive on motorways. How did they make this mistake?

Because the original Smart motorway on the M42 near Birmingham had worked well using its hard shoulder as a peak time running lane. But they didn't look at the reason why this was so. Motorists in that area had been using the seven lane, no central reservation, overhead gantry controlled tidal flow, A38M Aston Expressway since 1972. A truly alien and frightening piece of road. Even now my pulse races as I turn onto it.

Brummie motorists had 50 years of using that motorway successfully, when the M42 became “Smart” in 2006 they hardly noticed. Handling fluctuating rush hour live lanes was in their driving culture. It was a local peculiarity like bacon cakes and Balti curry. There are many such oddities around the country.

When turning right at a crossroads with another right turner facing you, in some places you turn in front of each other in others you go behind. Get the local practice wrong and hand signals will certainly let you know. In Asia to cross the road you walk straight out with your hand raised and the traffic weaves round you, whereas in Europe we wait for a gap at the kerb. Older Indian and Pakistani born residents in Leicester, Blackburn and Oldham will often do that. It's not ignorance. It's the road crossing culture they learnt before coming here.

So because the M42 scheme apparently worked smoothly, Highways England decided to roll Smart motorways out across the UK. However their operation conflicted with what British motorists had learnt to expect of motorways since their introduction in the 1960s. Normal motorway culture. The majority that use them regularly, for 22% it is rarely and 6% never (RAC survey 2016), understand them to be safe and fast. A road where they can switch off and drive on mental cruise control. So undemanding compared to normal roads Ford's BlueCruise system can be trialled on them. A motorway's design, as intended, means no interference from traffic slowing to turn, lanes segregated roughly by speed so little need to change lanes and most importantly any stationary vehicles safely on the hard shoulder. Drivers go on autopilot because motorway driving is a lot less mentally challenging than driving down a high street. The expectation in an experienced motorway driver's mind is that unless there is something obvious ahead, traffic bunching, fog, brake lights then the vehicle on the inside in the distance is moving at the same speed. It is only when they are close they realise the vehicle is stationary and on the hard shoulder. Hard shoulder crashes themselves are often on shallow bends where the offending driver has adjusted their line to follow the hit vehicle assuming it is moving.

The irony is that by keeping the name motorway it increases the cognitive dissonance, as psychologists call it, the shock and confusion when the reality is totally different to expectation based on learnt history. The British culture of motorway driving based on 60 years of experience does not expect a broken down vehicle in a live lane because motorways have hard shoulders. Hence the backlash. Calling them multilane zones might've helped but it's too late now.

The acceptance of Smart motorways in Europe is explained by their different culture. They expect that a stationary vehicle could be partially blocking a live lane so drive with that in mind. The hard shoulder on Autobahns was originally only 2ft (60cms), later doubled to 4ft. Italy's Autostrada's increased theirs in 1990 to a measly 3ft (90cms). In France it varies between 8ft and 9 against the UK's 11ft. Size does matter. So the French have just introduced a new safety rule (2018) insisting drivers move into the next lane to give a hard shoulder vehicle more space, a corridor de sécurité.

Smart motorways, it's a culture issue.

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